4.3 TRAFFIC/CIRCULATION

The Metropolitan Bakersfield Circulation Element, including the Circulation Plan, is the primary resource for circulation decisions within Metropolitan Bakersfield. Metropolitan Bakersfield's circulation system includes a hierarchy of local streets, collector streets, arterial streets and major regional highways and, therefore, must coordinate with other transportation agencies such as the Kern Council of Governments (KERN COG) and the California Department of Transportation (Caltrans). This section is based upon existing traffic data for existing conditions (2000), provided by the City of Bakersfield; and traffic projections for the year 2020, prepared by the KERN COG.

ENVIRONMENTAL SETTING

The existing roadway system within Metropolitan Bakersfield, together with the number of lanes (mid-block) on individual segments of the circulation system, is illustrated in Exhibit 4.3-1, *Existing (2000) Roadway System.*

In general, the existing street system operates efficiently. However, points of congestion appear as a result of two phenomena. First, Metropolitan Bakersfield is increasing in population and geographical area, thereby placing greater demands on the roadway system. Secondly, physical barriers have disrupted the grid of arterial streets and the freeway system. Physical barriers include the Kern River, canals, railroad tracks, and (in the case of freeways) established residential neighborhoods.

PERFORMANCE EVALUATION CRITERIA

A roadway or intersection's operating level of service (LOS) is used as a measure of traffic conditions for that facility. A number of measures, both qualitative and quantitative, are used to describe the LOS for a roadway or intersection.

Two key variables used in defining the LOS for a roadway or intersection include traffic volumes and the design capacity of the roadway. Roadway capacity is generally defined as the number of vehicles that can be reasonably expected to pass over a given section of road during a given time period. The criteria used to evaluate LOS conditions vary based on the type of roadway and whether the traffic flow is considered interrupted (flows restrained by traffic control devices such as stop signs or signals) or uninterrupted. The LOS definitions for uninterrupted flow are described in Table 4.3-1, *Level of Service Definitions*.

The LOS may be further defined in quantitative terms, using a volume-to-capacity ratio or v/c ratio. The v/c ratio is obtained by dividing a roadway's existing or projected traffic volumes by the roadway's design capacity. Table 4.3-1 also indicates the range of v/c ratios that correspond to each LOS definition. As indicated in the Table, a v/c ratio of less than 0.60 corresponds to a LOS A.

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Insert Exhibit 4.3-1
Existing (2000) Roadway System
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TABLE 4.3-1
LEVEL OF SERVICE DEFINITIONS

LOS	Description (Assumes Uninterrupted Flow)	Volume-to-Capacity Ratio
LOS "A" represents free flow	Individual users are virtually unaffected by the presence of others in the traffic stream.	0-0.60
LOS "B" is in the range of stable flow	The traffic stream begins to be noticeable and freedom to select desired speeds is relatively unaffected, but there is slight decline in the freedom to maneuver.	0.61-0.70
LOS "C" is in the range of stable flow	The beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.	0.71-0.80
LOS "D" represents high-density but stable flow	Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.	0.81-0.90
LOS "E" represents operating conditions at or near the capacity level	All speeds are reduced to a low, but relatively uniformed value. Small increases in flow cause breakdowns in traffic movement.	0.91-1.00
LOS "F" is used to define forced or breakdown flow	This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.	Over 1.00

The LOS definitions for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. For signalized intersections, "average delay per vehicle" is used to determine LOS. The calculation of LOS is dependent on the occurrence of gaps occurring in the traffic flow of the main street. ~~Table 4.3-1, also indicates the corresponding LOS for average vehicle delay times (measured in seconds) for both signalized and unsignalized intersections.~~

ACCEPTABLE LEVEL OF SERVICE

The City of Bakersfield and Kern County performance criteria for intersections and street segments is LOS C. If the existing operational LOS of a facility is worse than LOS C prior to the addition of project and cumulative traffic, the City's and County's performance criteria is to restore the intersection or street segment to at least its existing operational LOS.

TRANSPORTATION IMPACT FEE PROGRAM

Following adoption of the Metropolitan Bakersfield 2010 General Plan, the City of Bakersfield and County of Kern determined that future transportation needs of the area within the Plan boundaries required a regional transportation system designed to support build-out through the year 2010 of the 2010 Plan Land Use Element. It was noted that the objective of the Circulation Element of the 2010 Plan was to accommodate the level and type of planed land use development while maintaining a level of service (LOS) "C" conditions with respect to the operation of the road and transportation system throughout the metropolitan area, and where existing LOS was below "C", to prevent further degradation of the existing LOS.

The 2010 Plan Circulation Element and current Update provided that the City and County adopt measures such as a transportation impact fee program and to specify an area-wide impact fee schedule and how fees will be used to accommodate new growth and development by having new development pay or participate in its pro-rata share of the costs of regional transportation facilities necessary for this growth.

The original impetus for this Transportation Impact Fee Program is the Bakersfield Metropolitan 2010 General Plan Circulation Policy Statement No. 39:

> *"Require new development and expansion of existing development to pay or participate in its pro-rata share of the costs of expansions in area-wide transportation facilities and services which it necessitates."*

The Transportation Impact Fee pays for the construction of both regional and local facilities that are required to maintain a Level of Service "C" for the Metropolitan Bakersfield transportation system, based upon a growth in new development of approximately 3% over the next 20 years. Only those facilities required by new development as allowed by the 2010 General Plan in effect on December 4, 1997 are covered by this Transportation Impact Fee Program.

The Transportation Impact Fee Facilities List contains items like the construction or expansion of bridges and culverts, grade separations, railroad crossings, traffic signals and road work. The roads contained in the facilities list are mainly arterials, and only those lanes that are required to be built to maintain the LOC "C" are listed. The fee program usually builds only the inner travel lanes and the median curb; the outside lane, parking lane and the remainder of the median are constructed by the developer of the adjacent land.

In April, 1992, an ordinance establishing transportation impact fees for the Metropolitan Bakersfield Area was adopted by the Board of Supervisors. In the implementation of this ordinance, several areas of concern were identified including application of fees directed to regional demands rather than local needs, and a program that provided funds to only partially mitigate highway impacts.

In order to implement this program as envisioned by the 2010 Plan policies and to adequately address the needs of the community and development interests, revisions to the program were undertaken. A Regional Facilities List and Fee Schedule was prepared through the use of the Kern COG transportation model, analysis of potential demands on roads in the metropolitan area, and identifying demonstrated deficiencies resulting from construction and development to the target

year of 2020. (Actual buildout based on land use designations would be several additional years into the future, the projected numbers of which could not be reasonably be expected to be accurate.) These deficiencies resulted in the preparation of the amended Regional Facilities List.

On December 4, 1996, the City Council adopted an ordinance amending Chapter 15.84 of the Bakersfield Municipal Code relating to a transportation impact fee on new development. The County Board of Supervisors likewise adopted Kern County Ordinance 17.60 for the same purpose.

The ordinance provides for annually updating a Capital Improvement Plan containing a "Regional Transportation Facilities List." Chapter 15.84.070.C states:

> *Each fiscal year, the administrator shall present to the City Council a proposed update to the capital improvement plan for road construction projects as set forth in Section 15.84.030.C. Such plan shall indicate the approximate location, size, time of availability and estimates of cost for all improvements to be financed with transportation impact fees. Such plan shall be updated by the City Council at a noticed public hearing as required by Government Code Section 66002.*

The ordinance also provides for annual adoption of the "Transportation Impact Fee Schedule" based upon the facilities list. On December 4, 1996, the City Council also adopted the 1996-2015 Capital Improvement Plan and Fee Schedule.

Any proposed amendments to the General Plan are also addressed by the ordinance. Chapter 15.040.D states:

> *In the event of development that necessitates a General Plan Amendment, the transportation impact fee shall be determined independently of the fee schedule adopted by resolution and shall be based on the actual impacts of said development. The independent study shall measure the impact of the development in question on the road system by following the prescribed methodologies and formats for the study established by the administrator.*

The administrator, as defined in the ordinance, is the Public Works Director, or designee. The formats and methodologies consist of the preparation of a regional traffic impact study to assess impacts upon the circulation system, including those provided for in the Regional Transportation Facilities List. Said study makes recommendation for required mitigation including the development share in the facilities list as well as the need for additional mitigation measures.

REGIONAL PLANS/POLICIES

Legislation regarding traffic, air pollution, and other issues affecting Metropolitan Bakersfield has led the KERN COG to prepare comprehensive regional plans to address these concerns. The following regional plans affect planning in the City of Bakersfield and County of Kern: the 2000 Regional Transportation Plan (RTP); Congestion Management Program (CMP); and 1991 San Joaquin Valley Air Basin Air Quality Attainment Plan (AQAP). These three plans are intended to work in concert to help reduce traffic congestion and pollutant levels throughout Metropolitan Bakersfield.

2000 Regional Transportation Plan. The 2000 Regional Transportation Plan (RTP) includes extensive evaluation of regional transportation issues and the elements required by the Transportation Enhancement Act for the 21st Century (TEA-21).

The RTP establishes a set of regional transportation goals, objectives, policies and actions intended to guide development of the planned multimodal transportation systems in Kern County over the next twenty years. It was developed through a continuing, comprehensive and cooperative planning process, and provides for effective coordination between local, regional, state and federal agencies.

Congestion Management Program (CMP). In 1996, the CMP was revised and was included as Section 6.0 of the Regional Transportation Plan. The functions of each plan/program are similar and complementary, in that they are both long-range (7-year and 20-year, respectively) policy documents that address transportation issues and propose mitigation programs to meet the multi- and inter-modal transportation objectives of Kern County.

The CMP is to ensure development of a balanced transportation system that relates population growth, traffic growth, and land use decisions to transportation system performance standards and air quality improvements. The CMP is an effort to more directly link land use, air quality, transportation, and the use of advanced transportation technologies as an integral and complementary part of the region's overall development plans and programs.

1991 Air Quality Attainment Plan. In 1991, the San Joaquin Valley Unified Air Pollution Control District, in accordance with the requirements of the California Clean Air Act, prepared an Air Quality Attainment Plan (AQAP) which sets forth the District's strategy for attaining the California ozone standard. The strategy includes numerous measures that require District rulemaking and program development for their implementation. The Plan requires implementation of best available retrofit control technology measures to reduce emissions from existing stationary sources and implementation of transportation control measures (TCMs) to reduce emissions from mobile sources. In addition, to meet Federal Clean Air Act requirements, the District adopted an Ozone Attainment Demonstration Plan (1994) and a PM_{10} Attainment Demonstration Plan (1997).

REGIONAL CIRCULATION

Overlaid on the basic network of arterials and collectors is a limited freeway system. State Route (SR) 99, consisting of ~~four to~~ six to eight travel lanes, is the only existing north-south freeway within Metropolitan Bakersfield. As the major Central Valley connector in California, SR-99 carries large numbers of through vehicles, in addition to local Bakersfield traffic. SR-58 is an east-west freeway linking SR-99 with cities east of Bakersfield and Interstate 5 to the west. It carries much less traffic than SR-99. The other freeways in the Metropolitan area include the portion of SR-204 between SR-99 and SR-58 and the portion of SR-178 between M Street and Fairfax Road. Because of its location in a highly traveled corridor, SR-178 carries large traffic volumes despite a lack of continuity.

Metropolitan Bakersfield's circulation system is moderately affected by the freeway system. SR-99 carries the largest volume of traffic, which in 2000 varied from

approximately 108,000 vehicles per day, at SR-58, to approximately 35,000 vehicles per day just south of Taft Highway. SR-58 carries approximately 65,000 vehicles per day on the segment between Chester Avenue and Union Avenue. SR-178 carries approximately 58,000 vehicles per day on the segments between Golden State Avenue and Beale Avenue.

Regional roadway segments that have exhibited moderate to high congestion include the following:

- SR-58 (Rosedale Highway) near SR-99;
- SR-178 from SR-99 to Union Avenue;
- SR-99 between SR-58 (Rosedale Highway) and California Avenue;
- Stockdale Highway near California Avenue;
- SR-58 from SR-99 to Chester Avenue;
- SR-99 from Ming Avenue to White Lane; and
- SR-65 extending north of SR-99.

Freeway interchanges with congestion or other problems include Golden State/99/ Airport Drive, 178/Mt. Vernon, l78/Oswell, 99/Rosedale Hwy., 99/California, 99/White and 58/Union Avenue.

LOCAL CIRCULATION

ARTERIAL STREETS

The street system in Metropolitan Bakersfield has been developed in a grid pattern, with arterials spaced at one-mile intervals, except in the central area where spacing is closer. Major east/west arterial facilities, containing up to six-lanes, that traverse Metropolitan Bakersfield include Stockdale Highway, 7th Standard, California Avenue, Ming Avenue, White Lane, and Panama Lane. Each of these arterial facilities currently carry maximum volumes that range from approximately 20,000 to 40,000 vehicles per day. Other east/west arterial facilities containing up to four-lanes, include Columbus Street, Niles Street and Brundage Lane, each carrying maximum daily volumes ranging from approximately 13,000 to 33,000 vehicles per day.

Major arterial facilities, containing up to six-lanes that serve north/south travel through Metropolitan Bakersfield include Coffee Road, Oswell Street, Old River Road, Gosford Road, Enos Lane, Fairfax Road, Mt. Vernon Avenue, Stine Road and Union Avenue. Each of these arterial facilities currently carry maximum volumes that range from approximately 18,000 to 39,000 vehicles per day. Other north/south arterials containing up to four-lanes, include Calloway Drive, Chester Avenue, Oak Street and Wible Road, each carrying maximum daily volumes ranging from approximately 15,000 to 23,000 vehicles per day.

As previously stated, the rapid growth and existing physical barriers within Metropolitan Bakersfield have disrupted the grid system of arterial streets, leading to inconsistent travel segments. Inconsistent segments lead to traffic congestion. For example, since railroad tracks traverse Metropolitan Bakersfield in many directions, not in accordance with the street grid system, the tracks affect the street system and increases traffic congestion.

Arterial roadway segments that have exhibited moderate to high congestion include the following:

- California Avenue, around SR-99;
- Ming Avenue, from Stine Road to Castro Lane;
- Union Avenue, from Brundage Lane to SR-58;
- Olive Drive, from Knudson to SR-99;
- Oak Street, from California Avenue to 24th Street;
- Ming Avenue, from New Stine Road to Valley Plaza;
- Real Road, from California Avenue and Ming Avenue;
- Coffee Road, across the Kern River; and
- Roberts Lane, just east of Airport Drive.

Congestion also occurs on numerous streets in proximity to SR-99, including Olive Drive, SR-58 (Rosedale Highway), California Avenue, Stockdale Highway, Ming Avenue, Planz Road, and White Lane.

Intersections. Signalized intersections are the primary constraints to capacity on the arterials. The busiest intersection in the Metropolitan area is the Stockdale Highway/California Avenue intersection. Other busy intersections are concentrated along Ming Avenue, Oak Street, Chester Avenue, and Union Avenue. Many of these intersections are congested during peak hours. Others have sufficient turn lanes so that traffic doesn't back up, but cycle lengths are long and most vehicles experience a delay. In either case, these intersections represent bottle-necks.

COLLECTOR STREETS

Typically, collector streets are spaced at half-mile intervals between arterials, also in a grid pattern. Motorists use these collectors for through travel to some extent, avoiding parallel arterials. In some cases, collectors in newer areas are aligned in irregular patterns to discourage through traffic.

LOCAL STREETS

Generally, local streets are utilized for property access and through traffic is discouraged. Local streets connect neighborhood and commercial land used to the collector and arterial street system.

DESIGN AND CAPACITY STANDARDS

The city and county both have standard design specifications for arterial, collector, and local streets. Standard arterials are 90 feet wide within a 110-foot of right-of-way. Standard arterials within the city are composed of six lanes. In the county, standard arterials have four lanes. Both have a raised median; the county allows parking and the city does not. Standard collector streets (both city and county) have four lanes, 68 feet of pavement width with a 90-foot of right-of-way consisting of parking and no median. Standard local streets are 36 to 44 feet wide within a 60 foot wide right-of-way. Many arterial and collector streets are smaller than the standard designs because they were built before the standards became effective. These sub-standard streets also contribute to congestion. As properties fronting the sub-standard streets develop or redevelop, the full width of the adjacent right-of-way is constructed, resulting in streets with alternating wide and narrow stretches.

Eventually the street is to be constructed to full width, however, the process takes several years.

Table 4.3-2, *Roadway Capacities*, shows street capacities, using standard traffic engineering assumptions. These daily capacities represent a theoretical maximum number of vehicles that can be accommodated by each type of roadway.

TABLE 4.3-2
ROADWAY CAPACITIES

Roadway Type	Daily Traffic Capacity
8-lane freeway	150,000 vehicles
6-lane freeway	112,500 vehicles
4-lane freeway	75,000 vehicles
6-lane arterial	60,000 vehicles
4-lane arterial	40,000 vehicles
4-lane collector	30,000 vehicles
2-lane collector	15,000 vehicles
Source: Highway Capacity Manual, ~~1985,~~ Highway Research Board.	

To determine how well the street system is presently operating, traffic volumes can be compared to roadway capacity. The V/C ratio is a percentage of capacity utilized by existing or projected traffic on a segment of arterial or an intersection turn movement. Any street segment with a volume-to-capacity ratio greater than .80 would experience some degree of congestion. Furthermore, a volume-to-capacity ratio greater than 1.0 would have traffic volumes that exceed the capacity of the roadway, creating extremely heavy traffic congestion.

EXISTING TRAFFIC VOLUMES AND CAPACITIES

Existing (2000) average daily traffic (ADT) volumes on the circulation system are illustrated in Exhibit 4.3-2, *Existing (2000) ADT Volumes*. The traffic volume counts for the arterial system was collected by the City of Bakersfield in 2000. The traffic volume counts for the regional arterial system was collected by Kern County and by Caltrans in 1999.

ADT volumes for the existing freeway system within Metropolitan Bakersfield are shown in Table 4.3-3, *2000 ADT Volumes – Freeways*. ADT and volume-to-capacity ratios (V/C) for existing traffic on all highways, arterials and collector streets in the circulation system are provided in Table 4.3-4, *2000 ADT Volumes and Capacity Analysis – Highways/Expressways*, Table 4.3-5, *2000 ADT Volumes and Capacity Analysis – Arterial Streets*, and Table 4.3-6, *2000 ADT Volumes and Capacity Analysis – Collector Streets*, respectively. Additionally, existing levels of service for roadway segments are displayed in Exhibit 4.3-3, *Existing (2000) Volume/Capacity Ratio*.

As shown in Table 4.3-4, 4.3-5 and 4.3-6, the following roadway segments within Metropolitan Bakersfield have traffic volumes that exceed the City and County performance criteria:

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Exhibit 4.3-2
Existing (2000) ADT Volumes
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TABLE 4.3-3
2000 ADT VOLUMES - FREEWAYS

Roadway Segment	Number of Lanes	Category	Capacity	2000 Volume
State SR-99:				
North of Seventh Standard Road	6	Freeway	112,500	56,000
Seventh Standard Road to Olive Drive	6	Freeway	112,500	68,667
Olive Drive to SR-204 (Union Avenue)	6	Freeway	112,500	74,000
SR-204 (Union Avenue) to SR-58	8	Freeway	150,000	78,000
SR-58 (west of 99) to SR-58 (east of 99)	8	Freeway	150,000	108,500
SR-58 (east of 99) to Ming Avenue	8	Freeway	150,000	100,000
Ming Avenue to White Lane	6	Freeway	112,500	86,000
White Lane to Panama Lane	6	Freeway	112,500	57,000
Panama Lane to Taft Hwy (SR-119)	6	Freeway	112,500	44,000
South of Taft Hwy (SR-119)	6	Freeway	112,500	35,000
State SR-58:				
Real Road to SR-99	4	Freeway	75,000	63,000
SR-99 to Chester Avenue	4	Freeway	75,000	63,000
Chester Avenue to Union Avenue (SR-204)	6	Freeway	112,500	65,000
Union Avenue (SR-204) to Cottonwood Road	4	Freeway	75,000	64,000
Cottonwood Road to Mt Vernon Avenue	6	Freeway	112,500	64,000
Mt Vernon Avenue to Oswell Street	6	Freeway	112,500	51,000
Oswell Street to Fairfax Road	6	Freeway	112,500	40,500
Fairfax Road to Weedpatch Hwy (SR-184)	6	Freeway	112,500	37,500
East of Weedpatch Hwy (SR-184)	6	Freeway	112,500	23,400
State SR-178:				
Golden State Avenue to Union Avenue	6	Freeway	112,500	58,000
Union Avenue to Beale Avenue	6	Freeway	112,500	58,000
Beale Avenue to Mt Vernon Avenue	6	Freeway	112,500	53,500
Mt Vernon Avenue to Oswell Street	6	Freeway	112,500	38,500
Oswell Street to Fairfax Road	4	Freeway	75,000	21,200

Source: GIS Data, City of Bakersfield.

Notes:
1. Freeways are under the jurisdiction of the California Department of Transportation. Thus, City of Bakersfield roadway standards and volume to capacity ratios are not applicable on freeway segments.
2. Where there were multiple volumes the average was recorded.
3. Roadway Segments and corresponding volumes and capacity data listed above represents all data available at the time of this study. Data was not available for all roadway segments within Metropolitan Bakersfield.

TABLE 4.3-4
2000 ADT VOLUMES AND CAPACITY ANALYSIS – HIGHWAY/EXPRESSWAYS

Roadway Segment	Number of Lanes	Category	Capacity	2000 Volume	V/C Ratio	LOS
State SR-58 (Rosedale Highway):						
West of Allen Road	2	Highway	15,000	10,250	0.68	B
Allen Road to Calloway Drive	4	Highway	40,000	22,200	0.56	A
Calloway Drive to Coffee Road	4	Highway	40,000	28,500	0.71	C
Coffee Road to Fruitvale Avenue	4	Highway	40,000	34,000	0.85	D
Fruitvale Avenue to SR-99	4	Highway	40,000	36,227	0.91	E
24th Street:						
SR-99 to Oak Street	4	Highway	40,000	38,333	0.96	E
Oak Street to B Street	4	Highway	40,000	41,500	1.038	F
B Street to SR-178	3	Highway	35,000	26,545	0.76	C
23rd Street:						
B Street to SR-178	3	Highway	35,000	23,375	0.67	B
State SR-178:						
Fairfax Road to Kern Canyon Road	2	Highway	15,000	7,900	0.53	A
Kern Canyon Road to Alfred Harrell Expressway	2	Highway	15,000	5,400	0.36	A
East of Alfred Harrell Expressway	2	Highway	15,000	3,600	0.24	A
Golden State Avenue (SR-204):						
Airport Drive to "F" Street (SR-204)	4	Highway	75,000	39,000	0.52	A
"F" Street to Chester Avenue	4	Highway	40,000	35,000	0.88	D
Chester Avenue to SR-178	6	Highway	60,000	23,800	0.40	A
SR-178 to Union Avenue	6	Highway	60,000	14,560	0.24	A
Morning Drive (SR-184):						
Niles Street to Edison Hwy	4	Highway	30,000	8,956	0.30	A
Edison Hwy to Brundage Lane	4	Highway	30,000	11,500	0.38	A
Weedpatch Hwy:						
Brundage Lane to SR-58	2	Highway	15,000	12,500	0.83	D
SR-58 to Panama Lane	2	Highway	15,000	9,992	0.67	B
Panama Lane to Panama Road	2	Highway	15,000	8,450	0.56	A
Kern Canyon Road:						
Morning Drive to SR-178	2	Highway	15,000	4,780	0.32	A
Alfred Harrell Expressway:						
West of Fairfax Road	4	Expressway	40,000	3,050	0.08	A
Fairfax Road to Lily Drive	4	Expressway	40,000	1,500	0.04	A
Lily Drive to SR-178	2	Expressway	15,000	1,071	0.07	A
Taft Expressway (SR-119):						
Buena Vista Road to Old River Road	2	Expressway	15,000	7,700	0.51	A
Old River Road to Gosford Road	2	Expressway	15,000	7,700	0.51	A
Gosford Road to Ashe Road	2	Expressway	15,000	7,700	0.51	A
Ashe Road to Wible Road	2	Expressway	15,000	7,833	0.52	A
Wible Road to SR-99	2	Expressway	15,000	9,560	0.64	B

Source: GIS Data, City of Bakersfield

Notes:
1. Where there were multiple volumes the average was recorded.
2. Roadway Segments and corresponding volumes and capacity data listed above represents all data available at the time of this study. Data was not available for all roadway segments within Metropolitan Bakersfield.

TABLE 4.3-5
2000 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2000 Volume	V/C Ratio	LOS
Seventh Standard Road:						
West of Calloway Drive	2	Arterial	15,000	6,350	0.42	A
Calloway Drive to Coffee Road	2	Arterial	15,000	6,350	0.42	A
Coffee Road to Airport Drive	2	Arterial	15,000	12,022	0.80	C
Airport Drive to Chester Avenue	4	Arterial	30,000	5,900	0.20	A
Manor Street:						
Chester Avenue to China Grade Road	4	Arterial	30,000	8,358	0.28	A
China Grade Road to ~~Olive Drive~~ Norris Road	4	Arterial	30,000	11,000	0.37	A
~~Olive Drive~~ Norris Road to Columbus Street	4	Arterial	40,000	16,500	0.41	A
China Grade Loop:						
Airport Drive to Chester Avenue	4	Arterial	30,000	8,570	0.29	A
Chester Avenue to Manor Street	4	Arterial	30,000	8,640	0.29	A
Manor Street to Round Mountain Road	2	Arterial	15,000	4,600	0.31	A
Round Mountain Road to Alfred Harrell Hwy	2	Arterial	15,000	4,300	0.29	A
China Grade Loop Expressway:						
China Grade Loop Expressway	2	Arterial	15,000	1,375	0.09	A
Round Mountain Road:						
East of China Grade Loop	2	Arterial	15,000	1,600	0.11	A
Alfred Harrell Hwy:						
China Grade Loop to Mt Vernon Avenue	2	Arterial	15,000	2,850	0.19	A
Olive Drive:						
West of Coffee Road	4	Arterial	40,000	4,375	0.11	A
Coffee Road to Fruitvale Avenue	4	Arterial	40,000	9,455	0.24	A
Fruitvale Avenue to Airport Drive	4	Arterial	40,000	21,153	0.53	A
Hageman Road:						
West of Jewetta Avenue	2	Arterial	20,000	6,725	0.34	A
Jewetta Avenue to Calloway Drive	4	Arterial	40,000	13,525	0.34	A
Calloway Drive to Coffee Road	4	Arterial	40,000	14,425	0.36	A
Coffee Road to Fruitvale Avenue	4	Arterial	40,000	7,745	0.19	A
Columbus Street:						
West of River Boulevard	2	Arterial	15,000	11,587	0.77	C
River Boulevard to Mt Vernon Avenue	4	Arterial	40,000	14,557	0.36	A
Mt Vernon Avenue to Oswell Street	4	Arterial	40,000	11,963	0.30	A
Oswell Street to Panorama Drive	4	Arterial	40,000	6,550	0.16	A
~~Monterrey~~ Monterey Street:						
Union Avenue to Beale Avenue	3	Arterial	35,000	4,425	0.13	A
East of Beale Avenue	3	Arterial	35,000	7,350	0.21	A
Panorama Drive:						
West of Mt Vernon Avenue	4	Arterial	40,000	5,025	0.13	A
Mt Vernon Avenue to Columbus Street	4	Arterial	30,000	8,775	0.29	A
Brimhall Road:						
Allen Road to Jewetta Avenue	2	Arterial	20,000	7,000	0.35	A
Jewetta Avenue to Calloway Drive	2	Arterial	15,000	8,825	0.59	A

TABLE 4.3-5 – CONTINUED
2000 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2000 Volume	V/C Ratio	LOS
Niles Street:						
Union Avenue to Beale Avenue	3	Arterial	35,000	5,315	0.15	A
Beale Avenue to Haley Street	3	Arterial	3,5000	5,900	0.17	A
Haley Street to Mt Vernon Avenue	4	Arterial	30,000	13,500	0.45	A
Mt Vernon Avenue to Oswell Street	4	Arterial	40,000	19,008	0.48	A
Oswell Street to Fairfax Road	4	Arterial	40,000	15,025	0.38	A
Fairfax Road to Morning Drive	4	Arterial	30,000	13,800	0.46	A
Truxtun Avenue:						
West of Union Avenue	6	Arterial	60,000	11,980	0.20	A
East of Union Avenue	4	Arterial	40,000	10,550	0.26	A
California Avenue:						
Stockdale Hwy to Mohawk Street	6	Arterial	60,000	31,550	0.53	A
Mohawk Street to Oak Street	6	Arterial	60,000	31,850	0.53	A
Oak Street to H Street	4	Arterial	40,000	20,035	0.50	A
H Street to Baker Street	6	Arterial	60,000	15,864	0.26	A
Baker Street to Cottonwood Road	4	Arterial	40,000	13,925	0.35	A
Cottonwood Road to Mt Vernon Avenue	4	Arterial	40,000	12,219	0.31	A
Mt Vernon Avenue to Edison Hwy	4	Arterial	40,000	5,950	0.15	A
Edison Hwy:						
California Avenue to Oswell Street	4	Arterial	30,000	8,950	0.30	A
Oswell Street to Fairfax Road	4	Arterial	30,000	6,850	0.23	A
East of Fairfax Road	2	Arterial	15,000	3,724	0.25	A
Stockdale Hwy:						
Renfro Road to Allen Road	4	Arterial	40,000	12,525	0.31	A
Allen Road to Buena Vista Road	4	Arterial	40,000	17,600	0.44	A
Buena Vista Road to Old River Road	4	Arterial	40,000	12,000	0.30	A
Old River Road to Gosford Road	4	Arterial	40,000	21,250	0.53	A
Gosford Road to El Rio Drive	4	Arterial	40,000	29,100	0.73	C
El Rio Drive to Ashe Road	4	Arterial	40,000	31,700	0.79	C
Ashe Road to New Stine Road	4	Arterial	40,000	35,800	0.90	D
New Stine Road to Wible Road	4	Arterial	40,000	30,704	0.77	C
Brundage Lane:						
Wible Road to H Street	4	Arterial	30,000	13,600	0.45	A
H Street to P Street	4	Arterial	30,000	9,450	0.32	A
P Street to Union Avenue	4	Arterial	30,000	10,100	0.34	A
Union Avenue to Cottonwood Road	4	Arterial	30,000	9,475	0.32	A
Cottonwood Road to Mt Vernon Avenue	2	Arterial	15,000	7,800	0.52	A
Mt Vernon Avenue to Oswell Street	2	Arterial	15,000	5,600	0.37	A
Oswell Street to Fairfax Road	2	Arterial	15,000	6,102	0.41	A
East of Fairfax Road	2	Arterial	15,000	5,150	0.34	A

TABLE 4.3-5 – CONTINUED
2000 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2000 Volume	V/C Ratio	LOS
Ming Avenue:						

Buena Vista Road to Old River Road	6	Arterial	60,000	7,125	0.12	A
Old River Road to Gosford Road	6	Arterial	60,000	22,925	0.38	A
Gosford Road to Ashe Road	6	Arterial	60,000	24,713	0.41	A
Ashe Road to New Stine Road	6	Arterial	60,000	32,425	0.54	A
New Stine Road to Wible Road	6	Arterial	60,000	39,430	0.66	B
Wible Road to Hughes Lane	6	Arterial	60,000	27,375	0.46	A
Hughes Lane to H Street	4	Arterial	40,000	13,625	0.34	A
H Street to P Street	4	Arterial	40,000	10,813	0.27	A
P Street to Union Avenue	2	Arterial	15,000	8,800	0.59	A
Casa Loma Drive:						
Union Avenue to Cottonwood Road	2	Arterial	15,000	4,428	0.30	A
White Lane:						
Buena Vista Road to Old River Road	4	Arterial	40,000	17,550	0.44	A
Old River Road to Gosford Road	6	Arterial	60,000	19,350	0.32	A
Gosford Road to Ashe Road	6	Arterial	60,000	24,825	0.41	A
Ashe Road to Stine Road	6	Arterial	60,000	25,225	0.42	A
Stine Road to Wible Road	4	Arterial	40,000	32,750	0.82	D
Wible Road to H Street	4	Arterial	40,000	32,400	0.81	D
H Street to Union Avenue	4	Arterial	40,000	11,463	0.29	A
Union Avenue to Cottonwood Road	2	Arterial	15,000	6,575	0.44	A
Pacheco Road:						
Buena Vista Road to Old River Road	2	Arterial	15,000	850	0.06	A
Panama Lane:						
Buena Vista Road to Old River Road	2	Arterial	15,000	3,700	0.25	A
Old River Road to Gosford Road	2	Arterial	15,000	3,700	0.25	A
Gosford Road to Ashe Road	2	Arterial	20,000	5,775	0.29	A
Ashe Road to Stine Road	4	Arterial	30,000	10,650	0.36	A
Stine Road to Akers Road	4	Arterial	30,000	11,925	0.40	A
Akers Road to Wible Road	2	Arterial	20,000	17,575	0.88	D
East of Wible Road	6	Arterial	60,000	20,825	0.35	A
West of H Street	4	Arterial	40,000	15,275	0.38	A
H Street to Union Avenue	2	Arterial	20,000	7,675	0.38	A
Union Avenue to Cottonwood Road	2	Arterial	15,000	5,000	0.33	A
Cottonwood Road to Fairfax Road	2	Arterial	15,000	4,212	0.28	A
East of Fairfax Road	2	Arterial	15,000	2,850	0.19	A
Mc Cutchen:						
Old River Road to Gosford Road	2	Arterial	15,000	170	0.01	A
Gosford Road to Ashe Road	2	Arterial	15,000	170	0.01	A
Hosking Road:						
Wible Road to H Street	2	Arterial	20,000	2,250	0.11	A
H Street to Union Avenue	2	Arterial	20,000	1,550	0.08	A
Taft Hwy:						
H Street to Union Avenue	2	Arterial	15,000	8,393	0.56	A

TABLE 4.3-5 – CONTINUED
2000 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2000 Volume	V/C Ratio	LOS
Panama Road:						
Union Avenue to Cottonwood Road	2	Arterial	15,000	6,150	0.41	A
Cottonwood Road to Weedpatch Hwy	2	Arterial	15,000	6,097	0.41	A
Renfro Road:						

North of Stockdale Hwy	2	Arterial	15,000	1,900	0.13	A
Allen Road:						
North of Stockdale Hwy	2	Arterial	15,000	9,015	0.60	A
Jewetta Avenue:						
North of Hageman Road	2	Arterial	15,000	3,175	0.21	A
Calloway Road:						
Seventh Standard Road to Snow Road	2	Arterial	15,000	3,667	0.24	A
Snow Road to Hageman Road	2	Arterial	20,000	9,575	0.48	A
South of Hageman Road	4	Arterial	40,000	13,914	0.35	A
North of Brimhall Road	4	Arterial	40,000	14,925	0.37	A
Brimhall Road to Stockdale Hwy	4	Arterial	40,000	15,725	0.39	A
Coffee Road:						
Seventh Standard Road to Snow Road	2	Arterial	15,000	3,300	0.22	A
Snow Road to Olive Drive	2	Arterial	20,000	9,000	0.45	A
Olive Drive to Hageman Road	4	Arterial	40,000	15,400	0.39	A
Hageman Road to Brimhall Road	6	Arterial	60,000	31,325	0.52	A
Brimhall Road to Stockdale Hwy	6	Arterial	60,000	38,342	0.64	B
Fruitvale Avenue:						
Olive Drive to Hageman Road	4	Arterial	40,000	8,725	0.22	A
South of Hageman Road	2	Arterial	15,000	9,700	0.65	B
Airport Drive:						
North of China Grade Loop	4	Arterial	40,000	6,550	0.16	A
China Grade Loop to Norris Road	4	Arterial	40,000	15,000	0.38	A
Norris Road to Olive Drive	4	Arterial	40,000	20,300	0.51	A
South of Olive Drive	4	Arterial	40,000	26,900	0.67	B
Chester Avenue:						
Seventh Standard Road to China Grade Loop	4	Arterial	40,000	10,600	0.27	A
China Grade Loop to Norris Road	4	Arterial	40,000	18,036	0.45	A
Norris Road to California Avenue	4	Arterial	40,000	17,183	0.43	A
California Avenue to Brundage Lane	4	Arterial	40,000	13,375	0.33	A
Brundage Lane to Ming Avenue	4	Arterial	40,000	12,573	0.31	A
Ming Avenue to Union Avenue	4	Arterial	40,000	7,008	0.18	A
River Boulevard:						
Panorama Road to Columbus Street	2	Arterial	15,000	3,779	0.25	A
Beale Avenue:						
Columbus Street to Niles Street	4	Arterial	30,000	9,753	0.33	A
Niles Street to Monterrey Street	4	Arterial	30,000	9,675	0.32	A
South of Monterey Street	4	Arterial	40,000	13,150	0.33	A

TABLE 4.3-5 – CONTINUED
2000 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2000 Volume	V/C Ratio	LOS
Mt Vernon Avenue:						
Alfred Harrell Hwy to Columbus Street	4	Arterial	40,000	16,758	0.42	A
Columbus Street to Niles Street	4	Arterial	40,000	24,857	0.62	B
Niles Street to California Avenue	4	Arterial	40,000	25,900	0.65	B
California Avenue to Brundage Lane	4	Arterial	40,000	24,343	0.61	B
Oswell Street:						

Columbus Street to Auburn Street	4	Arterial	40,000	10,675	0.27	A
Auburn Street to Bernard Street	6	Arterial	60,000	30,750	0.51	A
Bernard Street to Niles Street	4	Arterial	40,000	16,789	0.42	A
Niles Street to Edison Hwy	4	Arterial	40,000	15,120	0.38	A
South of Edison Hwy	4	Arterial	40,000	13,300	0.33	A
North of Brundage Lane	4	Arterial	40,000	11,950	0.30	A
South of Brundage Lane	4	Arterial	40,000	11,475	0.29	A
Fairfax Road:						
North of Panorama Drive	4	Arterial	40,000	4,750	0.12	A
Panorama Drive to Auburn Street	4	Arterial	40,000	11,100	0.28	A
Auburn Street to College Avenue	4	Arterial	40,000	15,210	0.38	A
College Avenue to Niles Street	4	Arterial	30,000	13,300	0.44	A
South of Niles Street	2	Arterial	20,000	12,300	0.62	B
North of Edison Hwy	2	Arterial	15,000	12,420	0.83	D
Edison Hwy to Brundage Lane	2	Arterial	15,000	14,040	0.94	E
Brundage Lane to Panama Lane	2	Arterial	15,000	8,176	0.55	A
Buena Vista Road:						
Stockdale Hwy to Ming Avenue	4	Arterial	40,000	12,850	0.32	A
Ming Avenue to White Lane	2	Arterial	20,000	8,350	0.42	A
White Lane to Pacheco Road	2	Arterial	20,000	4,625	0.23	A
Pacheco Road to Panama Lane	2	Arterial	15,000	3,400	0.23	A
Panama Lane to Panama Road	2	Arterial	15,000	2,376	0.16	A
Old River Road:						
Stockdale Hwy to Ming Avenue	6	Arterial	60,000	17,850	0.30	A
Ming Avenue to White Lane	6	Arterial	60,000	11,500	0.19	A
South of White Lane	4	Arterial	40,000	2,450	0.06	A
Pacheco Road to Panama Lane	2	Arterial	15,000	421	0.03	A
Panama Lane to Mc Cutchen Road	2	Arterial	15,000	421	0.03	A
South of Mc Cutchen Road	2	Arterial	15,000	421	0.03	A
Gosford Road:						
Stockdale Hwy to Ming Avenue	6	Arterial	60,000	32,125	0.54	A
Ming Avenue to White Lane	6	Arterial	60,000	24,225	0.40	A
White Lane to Pacheco Road	4	Arterial	40,000	17,200	0.43	A
Pacheco Road to Panama Lane	2	Arterial	20,000	12,875	0.64	B
Panama Lane to Mc Cutchen Road	2	Arterial	20,000	3,800	0.19	A
South of Mc Cutchen Road	2	Arterial	15,000	4,100	0.27	A

TABLE 4.3-5 – CONTINUED
2000 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2000 Volume	V/C Ratio	LOS
Ashe Road:						
Stockdale Hwy to Ming Avenue	4	Arterial	40,000	12,354	0.31	A
Ming Avenue to White Lane	4	Arterial	40,000	14,121	0.35	A
South of White Lane	4	Arterial	40,000	11,963	0.30	A
Panama Lane to Mc Cutchen Road	2	Arterial	15,000	460	0.03	A
South of Mc Cutchen Road	2	Arterial	15,000	460	0.03	A
Stine Road:						
Stockdale Hwy to Ming Avenue	6	Arterial	60,000	25,563	0.43	A
Ming Avenue to White Lane	6	Arterial	60,000	20,067	0.33	A

White Lane Panama Lane	4	Arterial	40,000	13,072	0.33	A
South of Panama Lane	4	Arterial	40,000	5,625	0.14	A
Oak Street:						
North of California Avenue	4	Arterial	40,000	22,335	0.56	A
California Avenue to Stockdale Hwy	4	Arterial	40,000	18,548	0.46	A
Wible Road:						
Brundage Lane to Ming Avenue	4	Arterial	40,000	15,900	0.40	A
Ming Avenue to White Lane	4	Arterial	40,000	12,989	0.32	A
White Lane Panama Lane	4	Arterial	40,000	13,430	0.34	A
Panama Lane to Hosking Road	4	Arterial	40,000	7,025	0.18	A
South of Hosking Road	4	Arterial	40,000	4,600	0.12	A
H Street:						
White Lane to Pacheco Road	4	Arterial	40,000	17,050	0.43	A
Pacheco Road to Panama Lane	4	Arterial	30,000	9,614	0.32	A
Panama Lane to Hosking Road	4	Arterial	30,000	5,050	0.17	A
South of Hosking Road	4	Arterial	30,000	4,650	0.16	A
North of Panama Road	2	Arterial	15,000	3,150	0.21	A
Union Avenue:						
Columbus Street to Niles Street	6	Arterial	60,000	19,340	0.32	A
South of Brundage Lane	6	Arterial	60,000	38,500	0.64	B
North of Casa Loma Drive	4	Arterial	40,000	24,600	0.62	B
Casa Loma Drive to White Lane	4	Arterial	40,000	18,558	0.46	A
White Lane Panama Lane	4	Arterial	40,000	11,389	0.28	A
Panama Lane to Hosking Road	4	Arterial	40,000	11,556	0.29	A
Hosking Road to Panama Road	4	Arterial	40,000	9,285	0.23	A
Cottonwood Road:						
California Avenue to Brundage Lane	2	Arterial	15,000	5,194	0.35	A
Brundage Lane to Casa Loma Drive	2	Arterial	15,000	15,228	1.02	F
Casa Loma Drive to White Lane	2	Arterial	15,000	4,979	0.33	A
White Lane Panama Lane	2	Arterial	15,000	2,165	0.14	A
Panama Lane to Panama Road	2	Arterial	15,000	1,900	0.13	A
Rancharia Road:						
Rancharia Road	2	Arterial	15,000	425	0.03	A

Source: GIS Data, City of Bakersfield.

Notes:
1. Data was derived from GIS Data provided by the City of Bakersfield. Some roadway segments contain more than one volume. Where there were multiple volumes the average was recorded.
2. Roadway segments and corresponding volumes and capacity data listed above represents all data available at the time of this study. Data was not available for all roadway segments within Metropolitan Bakersfield.

TABLE 4.3-6
2000 ADT VOLUMES AND CAPACITY ANALYSIS – COLLECTOR STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2000 Volume	V/C Ratio	LOS
Norris Road:						
Calloway Drive to Coffee Road	2	Collector	15,000	3,600	0.24	A
Coffee Road to Patton Way	2	Collector	15,000	3,600	0.24	A
East of Patton Way	2	Collector	15,000	5,162	0.34	A
Roberts Lane to Airport Drive	2	Collector	15,000	8,400	0.56	A
Airport Drive to Chester Avenue	4	Collector	30,000	12,038	0.40	A
Chester Avenue to Manor Street	2	Collector	15,000	5,100	0.34	A
Roberts Lane:						
Norris Road to Olive Drive	4	Collector	40,000	7,250	0.18	A

Olive Drive to Airport Drive	4	Collector	40,000	8,000	0.20	A
Airport Drive to Chester Avenue	4	Collector	40,000	17,750	0.44	A
Chester Avenue to Manor Street	4	Collector	40,000	9,650	0.22	A
Meacham Road:						
West of Calloway Drive	2	Collector	15,000	4,275	0.29	A
Granite Falls Drive:						
Main Plaza Drive to Coffee Road	2	Collector	15,000	4,525	0.30	A
Gilmore Avenue:						
West of Buck Owens Boulevard	2	Collector	15,000	8,875	0.59	A
Buck Owens Boulevard:						
North of Gilmore Avenue	4	Collector	30,000	10,875	0.36	A
Pierce Road:						
South of Gilmore Avenue	4	Collector	30,000	14,575	0.49	A
Sillect Avenue:						
East of Buck Owens Boulevard	2	Collector	15,000	5,100	0.34	A
Columbus Street:						
Chester Avenue to Q Street	4	Collector	30,000	8,425	0.28	A
Q Street to Union Avenue	2	Collector	15,000	7,925	0.53	A
East of Union Avenue	2	Collector	15,000	10,450	0.70	B
Panorama Drive:						
West of River Boulevard	4	Collector	30,000	10,932	0.36	A
River Boulevard to Haley Street	4	Collector	30,000	10,400	0.35	A
Columbus Street to University Avenue	4	Collector	30,000	3,225	0.11	A
University Avenue to Fairfax Road	4	Collector	30,000	5,775	0.19	A
East of Fairfax Road	2	Collector	15,000	5,225	0.35	A
University Avenue:						
River Boulevard to Haley Street	2	Collector	15,000	2,300	0.15	A
Haley Street to Mt Vernon Avenue	2	Collector	15,000	6,250	0.42	A
Mt Vernon Avenue to Wenatchee Avenue	2	Collector	15,000	6,175	0.41	A
Wenatchee Avenue to Columbus Street	2	Collector	15,000	4,700	0.31	A
Columbus Street to Panorama Drive	2	Collector	15,000	47,000	0.31	A
Auburn Street:						
Columbus Street to Oswell Street	4	Collector	30,000	7,575	0.25	A
Oswell Street to Fairfax Road	4	Collector	30,000	7,500	0.25	A
East of Fairfax Road	4	Collector	30,000	4,500	0.15	A

TABLE 4.3-6 - CONTINUED
2000 ADT VOLUMES AND CAPACITY ANALYSIS – COLLECTOR STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2000 Volume	V/C Ratio	LOS
34th Street:						
Chester Avenue to Q Street	4	Collector	30,000	12,275	0.41	A
Q Street to Union Avenue	4	Collector	30,000	12,125	0.40	A
Bernard Street:						
Union Avenue to Alta Vista Drive	2	Collector	15,000	10,275	0.69	B
Alta Vista Drive to Baker Street	2	Collector	15,000	10,275	0.69	B
Baker Street to Beale Avenue	2	Collector	15,000	10,275	0.69	B
Beale Avenue to Haley Street	4	Collector	30,000	10,368	0.35	A
Haley Street to Mt Vernon Avenue	4	Collector	30,000	9,700	0.32	A
Mt Vernon Avenue to Oswell Street	4	Collector	40,000	15,800	0.40	A
Flowers Street:						
Alta Vista Drive to Baker Street	2	Collector	15,000	1,825	0.12	A

Baker Street to Beale Avenue	2	Collector	15,000	2,875	0.19	A
East of Beale Avenue	2	Collector	15,000	9,225	0.62	B
College Avenue:						
Mt Vernon Avenue to Oswell Street	2	Collector	15,000	6,990	0.47	A
Oswell Street to Fairfax Road	2	Collector	15,000	6,770	0.45	A
East of Fairfax Road	2	Collector	15,000	3,750	0.25	A
Summers Street:						
Union Avenue to Baker Street	2	Collector	15,000	3,525	0.24	A
Baker Street to Beale Avenue	2	Collector	15,000	4,125	0.28	A
East of Beale Avenue	2	Collector	15,000	4,125	0.28	A
Edison Hwy:						
West of California Avenue	4	Collector	30,000	8,000	0.27	A
Brimhall Road:						
Calloway Drive to Coffee Road	2	Collector	15,000	14,725	0.98	E
21st Street:						
West of Oak Street	2	Collector	15,000	5,400	0.36	A
Marella Way:						
West of Montclair Street	2	Collector	15,000	2,300	0.15	A
Palm Street:						
Real Road to Oak Street	2	Collector	15,000	4,800	0.32	A
Oak Street to A Street	2	Collector	15,000	4,825	0.32	A
A Street to H Street	2	Collector	15,000	3,750	0.25	A
4th Street:						
H Street to P Street	2	Collector	15,000	3,225	0.22	A
P Street to King Street	2	Collector	15,000	3,765	0.25	A
Virginia Avenue:						
King Street to Lakeview Avenue	2	Collector	15,000	3,025	0.20	A
East of Lakeview Avenue	2	Collector	15,000	2,000	0.13	A

TABLE 4.3-6 - CONTINUED
2000 ADT VOLUMES AND CAPACITY ANALYSIS – COLLECTOR STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2000 Volume	V/C Ratio	LOS
Belle Terrace:						
New Stine Road to Stine Road	2	Collector	15,000	8,925	0.60	A
Stine Road to Wible Road	2	Collector	15,000	10,780	0.72	C
Wible Road to H Street	2	Collector	15,000	7,508	0.50	A
H Street to P Street	2	Collector	15,000	5,050	0.34	A
P Street to Union Avenue	2	Collector	15,000	3,525	0.24	A
East of Union Avenue	2	Collector	15,000	3,240	0.22	A
Madison Street to Cottonwood Road	2	Collector	15,000	2,600	0.17	A
Camino Media:						
Calloway Drive to Coffee Road	2	Collector	15,000	7,125	0.48	A
Grand Lakes Avenue:						
East of Old River Road	2	Collector	15,000	1,450	0.10	A
El Portal Drive:						
Gosford Road to Ming Avenue	2	Collector	15,000	3,665	0.24	A
Wilson Road:						

White Lane to Planz Road	4	Collector	30,000	6,650	0.22	A
Planz Road to New Stine Road	4	Collector	30,000	9,675	0.32	A
New Stine Road to Stine Road	4	Collector	30,000	12,100	0.40	A
Stine Road to Akers Road	4	Collector	30,000	12,100	0.40	A
Akers Road to Real Road	4	Collector	30,000	10,700	0.36	A
Real Road to Wible Road	4	Collector	30,000	10,700	0.36	A
Wible Road to Hughes Lane	4	Collector	30,000	11,400	0.38	A
Hughes Lane to H Street	2	Collector	15,000	8,150	0.54	A
H Street to Union Avenue	2	Collector	15,000	5,623	0.38	A
Union Avenue to Madison Street	2	Collector	15,000	3,425	0.23	A
Planz Road:						
Wilson Road to Stine Road	2	Collector	15,000	5,350	0.36	A
Stine Road to Akers Road	2	Collector	15,000	9,800	0.65	B
Akers Road to Real Road	2	Collector	15,000	7,000	0.47	A
Real Road to Wible Road	2	Collector	15,000	7,000	0.47	A
Wible Road to Hughes Lane	2	Collector	15,000	10,500	0.70	B
Hughes Lane to H Street	2	Collector	15,000	7,550	0.50	A
H Street to Union Avenue	2	Collector	15,000	8,725	0.58	A
Madison Avenue to Cottonwood Road	2	Collector	15,000	1,600	0.11	A
East of Cottonwood Road	2	Collector	15,000	290	0.02	A
Ridge Oak Drive:						
East of Old River Road	2	Collector	15,000	1,275	0.09	A
Laurelglen Boulevard:						
Pine Oak Park Boulevard to Olympia Drive	2	Collector	15,000	3,275	0.22	A
East of Olympia Drive	2	Collector	15,000	2,525	0.17	A
Olympia Drive:						
Laurelglen Boulevard to Lily Drive	2	Collector	15,000	3,900	0.26	A
Lily Drive to Halfmoon Drive	2	Collector	15,000	3,900	0.26	A

TABLE 4.3-6 - CONTINUED
2000 ADT VOLUMES AND CAPACITY ANALYSIS – COLLECTOR STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2000 Volume	V/C Ratio	LOS
Halfmoon Drive:						
North of Olympia Drive	2	Collector	15,000	3,825	0.26	A
South of Olympia Drive	2	Collector	15,000	2,475	0.17	A
Campus Park Drive:						
Buena Vista Road to Mountain Vista Drive	2	Collector	15,000	1,000	0.07	A
Mountain Vista Drive to Old River Road	2	Collector	15,000	1,650	0.11	A
District Boulevard:						
Pine Oak Park Boulevard to Gosford Road	2	Collector	15,000	5,225	0.35	A
Gosford Road to Ashe Road	2	Collector	15,000	10,300	0.69	B
Ashe Road to Stine Road	2	Collector	15,000	11,375	0.76	C
Pacheco Road:						
Old River Road to Gosford Road	2	Collector	15,000	850	0.06	A
Stine Road to Akers Road	2	Collector	15,000	10,025	0.67	B
Akers Road to Wible Road	2	Collector	15,000	10,025	0.67	B
Wible Road to Hughes Lane	2	Collector	15,000	9,300	0.62	B
Hughes Lane to H Street	2	Collector	15,000	7,900	0.53	A
H Street to Monitor Street	2	Collector	15,000	10,100	0.67	B

Monitor Street to Union Avenue	2	Collector	15,000	8,125	0.54	A
Union Avenue to Cottonwood Road	2	Collector	15,000	2,920	0.20	A
Harris Road:						
Gosford Road to Ashe Road	2	Collector	15,000	6,575	0.44	A
Ashe Road to Stine Road	2	Collector	15,000	6,325	0.42	A
Stine Road to Akers Road	2	Collector	15,000	6,400	0.43	A
Akers Road to Wible Road	2	Collector	15,000	6,350	0.42	A
Fairview Road:						
Hughes Lane to H Street	2	Collector	15,000	3,700	0.25	A
H Street to Monitor Street	2	Collector	15,000	4,700	0.31	A
Monitor Street to Union Avenue	2	Collector	15,000	3,425	0.23	A
East of Union Avenue	2	Collector	15,000	4,500	0.30	A
Berkshire Road:						
H Street to Union Avenue	2	Collector	15,000	1,350	0.09	A
East of Union Avenue	2	Collector	15,000	497	0.03	A
McKee Road:						
West of Wible Road	2	Collector	15,000	1,250	0.08	A
Allen Road:						
Seventh Standard Road to Hageman Road	2	Collector	15,000	1,360	0.09	A
Patton Way:						
North of Norris Road	2	Collector	15,000	1,850	0.12	A
Norris Road to Olive Drive	2	Collector	15,000	4,300	0.14	A
North of Hageman Road	2	Collector	15,000	5,475	0.37	A
South of Hageman Road	2	Collector	15,000	2,725	0.18	A
Verdugo Lane:						
North of Hageman Road	2	Collector	15,000	3,000	0.20	A
River Lakes Drive:						
Olive Drive to Hageman Road	2	Collector	15,000	3,550	0.24	A

TABLE 4.3-6 - CONTINUED
2000 ADT VOLUMES AND CAPACITY ANALYSIS – COLLECTOR STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2000 Volume	V/C Ratio	LOS
Main Plaza Drive:						
Hageman Road to Granite Falls Drive	2	Collector	15,000	3,475	0.23	A
Haley Street:						
Panorama Drive to University Avenue	4	Collector	30,000	5,900	0.20	A
University Avenue to Columbus Street	4	Collector	30,000	7,950	0.27	A
South of Columbus Street	4	Collector	30,000	11,075	0.37	A
North of Bernard Street	2	Collector	15,000	5,450	0.36	A
Bernard Street to Niles Street	2	Collector	15,000	4,675	0.31	A
Niles Street to Monterey Street	2	Collector	15,000	2,800	0.19	A
South of Monterey Street	2	Collector	15,000	2,800	0.19	A
Wenatchee Avenue:						
Panorama Drive to University Avenue	2	Collector	15,000	2,150	0.14	A
University Avenue to Columbus Street	2	Collector	15,000	2,525	0.17	A
Jewetta Avenue:						
North of Brimhall Road	2	Collector	15,000	2,650	0.18	A
El Rio Drive:						
North of Stockdale Hwy	2	Collector	15,000	3,775	0.25	A
Montclair Street:						
Stockdale Hwy to Marella Way	2	Collector	15,000	3,675	0.25	A

North of Marella Way	2	Collector	15,000	1,850	0.12	A
Real Road:						
California Avenue to Palm Street	2	Collector	15,000	7,256	0.48	A
Palm Street to Stockdale Hwy	2	Collector	15,000	6,900	0.46	A
South of Stockdale Hwy	4	Collector	30,000	18,800	0.63	B
North of Ming Avenue	2	Collector	15,000	8,650	0.58	A
Ming Avenue to Wilson Road	2	Collector	15,000	7,825	0.52	A
Wilson Road to Planz Road	2	Collector	15,000	3,975	0.27	A
A Street:						
California Avenue to Palm Street	2	Collector	15,000	2,975	0.20	A
Palm Street to Brundage Lane	2	Collector	15,000	3,250	0.22	A
F Street:						
34th Street to 24th Street	4	Collector	30,000	10,150		
24th Street to Truxtun Avenue	4	Collector	30,000	9,925	0.33	A
H Street:						
North of Truxtun Avenue	4	Collector	30,000	7,838	0.26	A
Truxtun Avenue to California Avenue	4	Collector	30,000	14,675	0.37	A
California Avenue to Palm Street	4	Collector	40,000	14,275	0.36	A
Palm Street to Brundage Lane	4	Collector	40,000	14,275	0.36	A
Brundage Lane to Belle Terrace	4	Collector	40,000	18,500	0.46	A
Belle Terrace to Ming Avenue	4	Collector	40,000	16,875	0.42	A
Ming Avenue to Wilson Road	4	Collector	40,000	17,175	0.43	A
Wilson Road to Planz Road	4	Collector	40,000	16,900	0.42	A
Planz Road to White Lane	4	Collector	40,000	15,800	0.40	A

TABLE 4.3-6 - CONTINUED
2000 ADT VOLUMES AND CAPACITY ANALYSIS – COLLECTOR STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2000 Volume	V/C Ratio	LOS
Q Street:						
Columbus Street tot 34th Street	4	Collector	30,000	4,825	0.16	A
South of 34th Street	4	Collector	30,000	7,100	0.24	A
North of Truxtun Avenue	2	Collector	15,000	5,100	0.34	A
Truxtun Avenue to California Avenue	4	Collector	30,000	4,475	0.15	A
P Street:						
California Avenue to 4th Street	2	Collector	15,000	4,250	0.28	A
4th Street to Brundage Lane	2	Collector	15,000	4,150	0.28	A
Brundage Lane to Belle Terrace	2	Collector	15,000	4,475	0.30	A
Belle Terrace to Ming Avenue	2	Collector	15,000	6,804	0.45	A
Alta Vista Drive:						
Bernard Street to Flower Street	2	Collector	15,000	3,800	0.25	A
Flower Street to Niles Street	2	Collector	15,000	3,800	0.25	A
Baker Street:						
Bernard Street to Flower Street	2	Collector	15,000	2,875	0.19	A
Flower Street to Niles Street	2	Collector	15,000	4,825	0.32	A
Niles Street to Monterey Street	2	Collector	15,000	5,850	0.39	A
Monterey Street to Summers Street	2	Collector	15,000	5,850	0.39	A
Summers Street to Truxtun Avenue	2	Collector	15,000	6,775	0.45	A
Truxtun Avenue to California Avenue	2	Collector	15,000	4,425	0.30	A
Lake Ming Road:						

Lake Ming Road	2	Collector	15,000	2,325	0.16	A
King Street:						
California Avenue to Virginia Avenue	2	Collector	15,000	3,025	0.20	A
Quantico Avenue:						
North of Brundage Lane	2	Collector	15,000	2,275	0.15	A
Grand Lakes Avenue:						
Ming Avenue to Mountain Vista Drive	2	Collector	15,000	2,550	0.17	A
Mountain Vista Drive:						
Grand Lakes Avenue to Campus Park Drive	2	Collector	15,000	3,135	0.21	A
Scarlet Oak Boulevard:						
South of Ming Avenue	2	Collector	15,000	3,000	0.20	A
Haggin Oaks Boulevard:						
South of Ming Avenue	2	Collector	15,000	3,825	0.26	A
Park View Drive:						
Laurelglen Boulevard to White Lane	2	Collector	15,000	3,375	0.23	A
South of White Lane	2	Collector	15,000	2,900	0.19	A
Pine Oak Park Boulevard:						
Park View Drive to Laurelglen Boulevard	2	Collector	15,000	2,025	0.14	A
Laurelglen Boulevard to White Lane	2	Collector	15,000	2,025	0.14	A
White Lane to District Boulevard	2	Collector	15,000	3,950	0.26	A
Lily Drive:						
Olympia Drive to White Lane	2	Collector	15,000	2,200	0.15	A

TABLE 4.3-6 - CONTINUED
2000 ADT VOLUMES AND CAPACITY ANALYSIS – COLLECTOR STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2000 Volume	V/C Ratio	LOS
Reliance Drive:						
Harris Road to Panama Lane	2	Collector	15,000	2,825	0.19	A
Stine Road:						
Stockdale Hwy to Belle Terrace	2	Collector	15,000	5,050	0.34	A
Belle Terrace to Ming Avenue	6	Collector	60,000	7,950	0.13	A
Ming Avenue to Wilson Road	6	Collector	60,000	6,525	0.11	A
Akers Road:						
Ming Avenue to Wilson Road	2	Collector	15,000	5,800	0.39	A
Wilson Road to Planz Road	2	Collector	15,000	5,725	0.38	A
Planz Road to White Lane	2	Collector	15,000	3,775	0.25	A
Pacheco Road to Harris Road	2	Collector	15,000	2,875	0.19	A
Harris Road to Panama Lane	2	Collector	15,000	2,650	0.18	A
South of Panama Lane	2	Collector	15,000	4,350	0.29	A
Hughes Lane:						
South of Brundage Lane	2	Collector	15,000	3,900	0.26	A
Ming Avenue to Wilson Road	4	Collector	30,000	8,650	0.29	A
Wilson Road to Planz Road	2	Collector	15,000	9,050	0.60	B
Planz Road to White Lane	2	Collector	15,000	10,175	0.68	B
White Lane to Pacheco Road	2	Collector	15,000	10,000	0.67	B
Pacheco Road to Fairview Road	2	Collector	15,000	4,025	0.27	A
Monitor Street:						
White Lane to Pacheco Road	2	Collector	15,000	4,900	0.33	A
Pacheco Road to Fairview Road	2	Collector	15,000	3,500	0.23	A

Fairview Road to Panama Lane	2	Collector	15,000	3,750	0.25	A
Madison Street:						
Brundage Lane to Belle Terrace	2	Collector	15,000	3,996	0.27	A
Belle Terrace to Ming Avenue	2	Collector	15,000	3,996	0.27	A
Ming Avenue to Wilson Road	2	Collector	15,000	3,996	0.27	A
South of Wilson Road	2	Collector	15,000	3,996	0.27	A
South of Planz Road	2	Collector	15,000	3,996	0.27	A

Source: GIS Data, City of Bakersfield.

Notes: As noted in **Bold** text, street segments, within the "LOS" column, with a "D," "E" or "F", do not meet the Plans performance criteria.

Data was taken from GIS Data provided by the City of Bakersfield. Each roadway segment begins and ends on major intersections as determined by RBF Consulting. Some roadway segments have variable data. Where there was variable data within a roadway segment the numbers were averaged (summed and divided by the number of data).
Roadway segments and corresponding volumes and capacity data listed above represents all data available at the time of this study. Data was not available for all roadway segments within Metropolitan Bakersfield.

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Insert Exhibit 4.3-3
Existing (2000) Volume/Capacity Ratio
11 x 17

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Highways/Expressways

- State Route 58:
  - Coffee Road to Fruitvale Avenue (LOS D)
  - Fruitvale Avenue to SR-99 (LOS E)
- 24th Street:
  - SR-99 to Oak Street (LOS E)
  - Oak Street to Chester Avenue (west portion) (LOS F)
- Golden State Avenue:
  - "F" Street to Chester Avenue (LOS D)
- Weedpatch Highway:
  - Brundage Lane to SR-58 (LOS D)

Arterials

- Stockdale Highway:
  - Ashe Road to New Stine Road (LOS D)
- White Lane:
  - Stine Road to Wible Road (LOS D)
  - Wible Road to "H" Street (LOS D)
- Panama Lane:
  - Akers Road to Wible Road (LOS D)
- Fairfax Road:
  - North of Edison Highway (LOS D)
- Cottonwood Road:
  - Brundage Lane to Casa Loma Drive (LOS F)

Collectors

- Brimhall Road:
  - Calloway Drive to Coffee Road (LOS E)

Additionally, Exhibit 4.3-4, *Existing (2000) Traffic Congestion Locations*, shows street segments with less than 20 percent of capacity remaining and shows the 16 busiest intersections within Metropolitan Bakersfield.

Based upon the existing volumes and capacities, the following issues and considerations have been concluded:

- High and increasing demand in the travel corridors connecting the northeast and southwest, the northwest and the southwest, and the northwest and the northeast.

- Need for more high-speed freeways.

- Assessing the traffic impacts caused by new development.

- Congestion on SR-99 and parallel streets.

- Congestion on California Avenue between Stockdale Highway and Oak Street, on SR-58 (Rosedale Highway) near SR-99, and on Ming Avenue near SR-99.

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Insert Exhibit 4.3-4
Existing (2000) Traffic Congestion Locations
11 x 17

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- Deficient right-of-way widths on many arterials and collectors.
- Methods to secure funding for the circulation system, including high-speed facilities.
- Difference between city and county street standards.
- Lack of signal synchronization along arterials.
- A proliferation of driveways and traffic signals on arterials.
- Through traffic in residential neighborhoods.
- Unattractive streets which lack adequate landscaping.

ALTERNATIVE TRANSPORTATION SYSTEMS

CITY AND COUNTY BIKEWAYS

Bicycling accounts for a small proportion of total miles traveled in Bakersfield (less than two percent). Nevertheless, the relatively flat terrain and fair weather are conducive to bicycling for transportation to work, recreation, and school. It is estimated that one-third the population utilizes bicycling in one form or another. Bicycle facilities within Metropolitan Bakersfield are given one of the following classifications:

- Bike Path (Class 1)
- Bike Lane (Class 2)
- Bike Route (Class 3)

Bike paths provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow minimized. Encouragement to use bicycles necessitates the provision of bike lanes and bike paths. Bike lanes are facilities that provide a striped lane for one-way bike travel on a street or highway. Bike routes provide a shared use with pedestrian or motor vehicle traffic.

Kern County developed and adopted a Bikeways Plan in the mid 1970's following the energy crisis. The Plan called for bicycle lanes on various streets and exclusive bike paths on canals, along railroad rights-of-way, and along the Kern River. In 1984, KERN COG sponsored a bikeway study for the Metropolitan area that called for more on-street bike lanes and fewer paths along canals and railroad rights-of-way.

Today, only part of the planned bikeway system has been implemented and the existing bikeway plan is outdated in many locations. However, over 30 miles of bike lanes exist along various streets including Stockdale Highway to California State University Bakersfield and along part of Coffee Road, Calloway Drive, Ming Avenue, Panorama Drive, Chester Avenue, Old River Road, Wible Road and White Lane. Additionally, the bike path along Kern River has been constructed between Stockdale Highway at the Kern River Crossing and Gordon's Ferry. Exhibit, 4.3-5, *Bikeway Master Plan*, provides a map of existing and future bicycle facilities in Metropolitan Bakersfield.

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Insert Exhibit, 4.3-5
Bikeway Master Plan
11 x 17

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PUBLIC TRANSIT

Public transportation in Metropolitan Bakersfield includes local buses, intercity buses, AMTRAK, and paratransit service. The largest transit system is GET (Golden Empire Transit), which is the local bus operator. GET operates eighteen routes throughout the Metropolitan area and carries approximately 23,000 passengers per day. This amounts to one percent of total travel in Metropolitan Bakersfield.

Intercity bus operators include Greyhound, Orange Belt Stages, Airport Bus of Bakersfield, and Kern County. Kern County provides service between Bakersfield and rural communities, such as Lamont and the Kern River Valley, while the private carriers serve other major cities. Exhibit 4.3-6, *Bus Routes*, illustrates roadways with bus transit service in Metropolitan Bakersfield. Paratransit providers include the taxi system and various social service agencies providing specialized transportation to their clients.

Existing rail lines in the Metropolitan Bakersfield are illustrated on Exhibit 4.3-7, *Truck Routes and Rail Lines*. Two major railroads provide freight service to Bakersfield: Burlington Northern-Santa Fe and Southern Pacific. The Burlington Northern-Santa Fe yard is located downtown between Truxtun and California Avenues, and the Southern Pacific yard is located in East Bakersfield between Kentucky and Sumner Streets. Additionally, AMTRAK provides rail service to and from Bakersfield and the Central Valley cities to the north. The AMTRAK station is located at Truxtun Avenue and S Street.

TRUCK CIRCULATION

Designated truck routes through the Metropolitan Area are illustrated on Exhibit 4.3-7, *Truck Routes and Rail Lines*. Truck routes are established to designate specific roadways on which trucks may travel within and through the Metropolitan Area. These routes direct trucks away from streets that are inappropriate or inadequate to serve substantial truck traffic. Trucks are allowed to access locations on local streets for site deliveries (i.e., goods delivery or moving vans); however, they must take the most direct route to and from the designated truck routes.

Within the unincorporated areas of the Metropolitan area, there are no route restrictions for California legal trucks. The Surface Transportation Assistance Act (STAA) restricts over length trucks to State Routes only. The City and County are in the process of identifying routes that would be designated for use by STAA trucks. After designation of these routes, a map identifying the routes will be added to the General Plan.

AIRPORTS

Two airports are situated in Metropolitan Bakersfield. Meadows Field, the largest and busiest, is a county facility serving passenger and cargo needs. It handles commercial airlines and general aviation. Meadows Field comprises 1,400 acres, with the passenger terminal located on Airport Drive, north of Norris Road. Bakersfield Municipal Airpark is a general aviation airport owned by the City of Bakersfield. The 93-acre Airpark is located on Union Avenue, north of Planz Road.

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Insert Exhibit 4.3-6
Bus Routes
11 x 17

Insert Exhibit 4.3-7
Truck Routes and Rail Lines
11 x 17

Both airports have adopted master plans, which call for runway expansion and improvements. In addition, Meadows Field plans to construct a new passenger terminal northwest of its existing location. The two airports would retain their current functions. Bakersfield Airpark would be a general aviation airport, and Meadows Field would be the commercial air carrier airport for Kern County.

PEDESTRIAN WAYS

Walking trips are more important than many people realize. Walking trips are a primary transportation mode for many people, especially children. Several locations in the metro area have high levels of pedestrian activity including downtown Bakersfield and schools.

The primary components of the pedestrian circulation system are sidewalks and crosswalks. Both the city and county require installation of sidewalks in conjunction with new development. Sections of Metropolitan Bakersfield built before this requirement, however, lack sidewalks. In these older neighborhoods, pedestrians must walk in the street. Similarly, many areas lack wheelchair ramps because they were built prior to that requirement.

TRANSPORTATION ISSUES OF CONSIDERATION

Based upon current conditions, the following issues and considerations have been concluded for alternative transportation systems:

<u>Buses</u>
- Buses are being run on local residential streets.
- Buses find it difficult to serve the new closed-block design subdivisions.
- New development is lacking in design to accommodate bus stops.
- The city would like to have an intermodal transportation terminal downtown.

<u>Rails</u>
- Routing of potential high-speed (San Francisco to Los Angeles) rail system and location of future terminals.
- At grade crossing.

<u>Airports</u>
- Land use types that are compatible with airport noise are presently located within the impact zones at Meadows Field and Bakersfield Municipal Airpark.
- Meadows Field needs good regional access via freeways and arterials.

<u>Pedestrian Ways</u>
- Sidewalks and wheelchair ramps are needed in areas where they are lacking.
- Some streets are too wide for pedestrians to comfortably cross.
- Some high-volume pedestrian areas, such as downtown Bakersfield, may need additional pedestrian facilities - wider sidewalks or signalized crosswalks.

STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a proposed project are evaluated to determine if they would result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Transportation/Traffic impacts resulting from the implementation of the General Plan Update may be considered significant if they cause any of the following results:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);

- Exceed, either individually or cumulatively, a level of service standard established by the City and the County Congestion Management Agency for designated roads or highways;

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks (refer to Section 10.0, *Effects Found Not To Be Significant*);

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (refer to Section 10.0, *Effects Found Not To Be Significant*);

- Result in inadequate emergency access (refer to Section 4.11, *Public Services and Facilities*);

- Result in adequate parking capacity (refer to Section 10.0, *Effects Found Not To Be Significant*); and/or

- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Based on these standards, the effects of the General Plan Update have been categorized as either a “less than significant impact” or a “potentially significant impact.” If a potentially significant impact cannot be reduced to a less than significant level through the application of goals, policies, standards and mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

IMPACTS AND MITIGATION MEASURES

2020 TRAFFIC VOLUMES/ROADWAY CAPACITIES

- **IMPLEMENTATION OF THE GENERAL PLAN UPDATE WOULD RESULT IN AN INCREASE IN TRAFFIC VOLUMES FOR THE PLANNING HORIZON YEAR OF 2020, WHICH IN TURN WOULD IMPACT THE LEVELS OF SERVICE OF ROADWAYS WITHIN METROPOLITAN BAKERSFIELD.**

Level of Significance Before Policies/Mitigation: Significant and Unavoidable Impact.

Impact Analysis: Buildout in accordance with the General Plan would add significantly to Metropolitan Bakersfield's population and employment base. Developed areas of Metropolitan Bakersfield are anticipated to increase in land use intensity, and to a larger extent, geographic expansion of the city would occur. Major expansion areas include the southwest, northwest and northeast portions of Metropolitan Bakersfield. This would lead to an accompanying increase in travel. These increases would cause traffic volume to more than double in some areas. Daily vehicle trips would increase by 1.6 million to a total of 2.6 million.

Circulation Plan

A Circulation Plan has been devised to avoid the congestion that would result from buildout of the General Plan. Upgrades and extensions are planned for the freeway and arterial systems as described below. Exhibit 4.3-8, *Metropolitan Bakersfield General Plan Circulation Element*, shows the ultimate street system for Metropolitan Bakersfield. Right-of-way should be reserved whenever possible for the ultimate freeway system.

Seven new freeways are planned: the Crosstown Freeway, the Westside Parkway, the West Beltway, the South Beltway, the East Beltway, as well as a new alignment for SR-58. These future freeway corridors are shown conceptually in Exhibit 4.3-8. Specific Plan Lines must be adopted for the corridors which have not been adopted, to assist in right-of-way preservation. If permanent structures could be avoided within these corridors, future freeway construction would be simpler and less expensive.

The Crosstown Freeway (also called the Centennial Corridor) would extend from SR-178 near Baker Street, around the south side of downtown Bakersfield, to SR-99. The SR-178 Corridor Study, prepared jointly by KERN COG, the City of Bakersfield, and Caltrans, recommended this freeway alignment. This alignment was also recommended in the Bakersfield Systems Study conducted jointly by KERN COG, the City of Bakersfield, Kern County, and Caltrans.

The Westside Parkway is a continuation of the Crosstown Freeway extending westerly across SR-99 along the north side of the Kern River to I-5. The first phase of this freeway would only extend westerly to Stockdale Highway, west of Renfro Road. A Specific Plan Line has been adopted by City of Bakersfield and Kern County for this first phase. The remaining section to I-5 would be constructed in a

Insert Exhibit 4.3-8
Metropolitan Bakersfield General Plan Circulation Element
8.5 x 11

later phase. The alignment of the Westside Parkway was recommended in the Bakersfield System Study. The Crosstown Freeway and Westside Parkway would provide necessary capacity for east-west travel and relive congestion on SR-178 (24th Street corridor), SR-58 (Rosedale Highway), California Avenue, and other existing east-west routes.

The West Beltway would link SR-99 from north of Bakersfield with I-5 at the South Beltway, passing through the western portion of Metropolitan Bakersfield. The County has adopted portions of the alignment for the West Beltway as a Specific Plan Line. This freeway would provide a bypass and thus relief to SR-99 and provide an important link across the Kern River from southwest Bakersfield to the Westside Parkway.

The South Beltway extends from SR-58 around southeast Bakersfield to I-5 near SR-119 (Taft Highway). This corridor would aid local circulation as well as provide a bypass of SR-58 through the City for regional and interstate trips. A recommended corridor has been adopted by the City of Bakersfield and is shown in Exhibit 4.3-8. The County of Kern is studying this corridor as well as alternatives at this time. The alignment shown in Exhibit 4.3-8 is an alternative under consideration by the County.

The East Beltway is shown in Exhibit 4.3-8 in the area of Comanche Drive and connecting SR-178 to SR-58 (connecting to the South Beltway). This corridor has not been studied and may need to be lengthened to extend to an alternate south Beltway.

A new alignment of SR-58 has been recommended in the Bakersfield Systems Study and is shown in Exhibit 4.3-8. This corridor would extend northerly from existing SR-58 near Washington Avenue to the Union Pacific Railroad tracks then northwesterly to SR-99. It would then parallel SR-99 to north of Seventh Standard Road, then turn westerly to I-5. This corridor would provide congestion relief to SR-99 in central Bakersfield as well as provide a continuous SR-58 freeway corridor to I-5. Caltrans has not adopted this corridor at this time.

A new alignment for SR-178 is proposed from near future Vineland Road northeasterly to Rancheria Road. This corridor would provide a new route to the Lake Isabella area which would be more direct and wider than the existing road through the Kern River Canyon.

Upgrading existing freeways would also be necessary. This would include the widening of SR-178 from Fairfax Road to Alfred Harrell Highway and widening the existing road through the Kern River Canyon.

Upgrading existing freeways would also be necessary. This would include the widening of SR-178 from Fairfax Road to Alfred Harrell Highway and widening the existing SR-58 from SR-99 to Cottonwood Road. These improvements would eliminate areas of spot congestion.

Currently, plans are underway for several new arterials and arterial extensions. Generally, the plans call for widening of existing substandard arterials to the full 110 feet where possible with six travel lanes (four in unincorporated areas) and the extension of the arterial system into the new growth areas. In some areas, the newly-extended arterials would not need to have all four or six travel lanes

constructed. The full right-of-way width should be reserved, however, to allow for future expansion. New arterial crossings of the Kern River are called for at Allen Road, Oak Street, Mohawk Road and Fairfax Road (to China Grade Loop). Arterials are generally spaced at one-mile intervals throughout the developed area except where topography or other unique features warrant a different pattern.

In accordance with the existing street patterns in Metropolitan Bakersfield, the Circulation Plan calls for collector streets (four travel lanes within 90 feet of right-of-way) in a grid pattern on mid-section lines. This pattern is deviated from where physical constraints are present, where collectors are not needed, or where existing development precludes the grid pattern of collector streets. The objective of the planned street system is to accommodate planned land development without traffic congestion. All new streets and freeways, with exceptions of the Downtown area, should operate at Level of Service C or better. For streets where the existing level of service is below "C", new development projects on the affected streets must provide for appropriate mitigation so as to not further degrade the level of service.

2020 Traffic Model

In order to estimate the effect of future traffic on the roadway system, the Kern Council of Governments updated its traffic model to include the most recent data for long-range regional transportation patterns (2020) (refer to Exhibit 4.3-9, *Future 2020 Roadway System*). The traffic generated by a certain type of land use is estimated by applying a representative trip generation rate to the amount of that land use in the area under consideration. The traffic model uses a set of such trip generation rates to calculate Average Daily Trips (ADT) trips by land use. The roadway system used in the 2020 traffic model is shown in Exhibit 4.3-8. For traffic modeling purposes, the traffic analysis study area is divided into traffic analysis zones (TAZs), and the application of the trip generation rates to the land uses in each zone results in ADT for roadway segments. Note the traffic model does not assume the ultimate number of lanes for every roadway segment. The model assumes the number of lanes that would be constructed in accordance with the finances that are projected to be available up to 2020. The ADT results of the traffic model are displayed in Table 4.3-7, *2020 Volumes and Capacities – Freeways*, Table 4.3-8, *2020 Volumes and Capacities – Expressways*, Table 4.3-9, *2020 Volumes and Capacities – Arterial Streets*, and Table 4.3-10, *2020 Volumes and Capacities – Collector Streets*. Additionally, traffic volumes are displayed in Exhibit 4.3-10, *2020 Daily Traffic Volumes*.

Roadway Capacities

ADT and volume-to-capacity ratios (V/C) for the General Plan Update traffic on all arterials and collectors in Metropolitan Bakersfield circulation system are provided in Table 4.3-9 and Table 4.3-10. As stated previously, all road segments with a V/C ratio greater than one contain traffic volumes that exceed the capacity of the roadway. As shown in Table 4.4-5, *2020 ADT Volumes and Capacity Analysis*, numerous roadway segments contain 2020 traffic volumes that exceed the roadway capacity.

Insert Exhibit 4.3-9
Future 2020 Roadway System
11 x 17

Insert Exhibit 4.3-10
2020 Daily Traffic Volumes
11 x 17

TABLE 4.3-7
2020 ADT VOLUMES AND CAPACITY - FREEWAYS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume
State Route 99:				
North of Seventh Standard Road	6	Freeway	112,500	85,646
Seventh Standard Road to Olive Drive	6	Freeway	112,500	109,218
Olive Drive to Union Avenue (SR-204)	6	Freeway	112,500	104,494
SR-58 (west of 99) to Union Avenue (SR-204)	8	Freeway	150,000	112,878
SR-58 (west of 99) to SR-58 (east of 99)	8	Freeway	150,000	159,615
SR-58 (east of 99) to Ming Avenue	8	Freeway	150,000	128,596
Ming Avenue to White Lane	6	Freeway	112,500	108,459
White Lane to Panama Lane	6	Freeway	112,500	108,769
Panama Lane to Taft Hwy (SR-119)	6	Freeway	112,500	96,333
South of Taft Hwy (SR-119)	6	Freeway	112,500	62,631
Westside Parkway*:				
West of Allen Road*	4	Freeway	75,000	27,942
Allen Rd to SR-99*	6	Freeway	112,500	88,357
Crosstown Freeway*:				
SR-99 to SR-178*	6	Freeway	112,500	90,316
State Route-58:				
Real Road to SR-99	4	Freeway	75,000	16,230
SR-99 to Chester Avenue	4	Freeway	75,000	67,521
Chester Avenue to Union Avenue (SR-204)	4	Freeway	84,375	92,081
Union Avenue (SR-204) to Cottonwood Road	4	Freeway	87,500	96,733
Cottonwood Road to Mt Vernon Avenue	6	Freeway	112,500	96,676
Mt Vernon Avenue to Oswell Street	6	Freeway	112,500	88,030
Oswell Street to Fairfax Road	6	Freeway	112,500	79,202
Fairfax Road to Weedpatch Hwy (SR-184)	6	Freeway	112,500	58,561
East of Weedpatch Hwy (SR-184)	4	Freeway	75,000	44,846
State Route 178:				
Golden State Avenue to Union Avenue	6	Freeway	112,500	61,005
Union Avenue to Beale Avenue	6	Freeway	112,500	102,641
Beale Avenue to Mt Vernon Avenue	6	Freeway	112,500	131,268
Mt Vernon Avenue to Oswell Street	6	Freeway	100,000	96,204
Oswell Street to Fairfax Road	4	Freeway	75,000	84,582
East of Fairfax Road	4	Freeway	75,000	68,182
Golden State Avenue (SR-204):				
Airport Drive to "F" Street (SR-204)	4	Freeway	75,000	80,895

Source: GIS Data, KERN COG

Notes:
1. Where there were multiple volumes, the average was recorded.
2. Roadway segments and corresponding volumes and capacity data listed above represents available data provided by the Kern Council of Governments. Data was not available for all roadway segments within Metropolitan Bakersfield.

* = Planned or future roadway segments.

Levels of Service

As shown on Table 4.3-8, Table 4.3-9, and Table 4.3-10, several roadway segments are operating at a LOS "D" or worse (V/C ratio > .80). Exhibit 4.3-11, *2020 Volume/Capacity Ratio*, shows the level of service for all expressways, arterial streets and collector streets in Metropolitan Bakersfield. The 2020 roadway system appears to have an outward growth pattern, with infill of urbanized areas. Generally, the roadway system can be broken down into for quadrants: northwest, northeast, southwest and southeast.

The northwest quadrant consists of the area that is north of SR-58 (Rosedale Highway) and west of SR-99. Growth of the circulation system in this quadrant is anticipated to occur outward from the City, and would include further infill of urbanized areas. Various segments are anticipated to be below performance criteria standards and/or exceed the roadway capacity. Examples of roadways that would contain deficiencies in the northwest quadrant are Santa Fe Highway (Olive Drive to SR-58) and Calloway Road (Brimhall Road to Stockdale Highway).

The northeast quadrant consists of the area north of SR-58 and east of SR-99, and includes the City Center and downtown area. Deficiencies would be found within the quadrant, including segments along the China Grade Loop (Round Mountain Road to Alfred Harrell Highway), Golden State Avenue (Chester Avenue to SR-178), Columbus Street (west of River Blvd.), California Avenue (Mohawk Street to Oak Street), Airport Drive (Norris Road to Olive Drive), and the merge areas extending from SR-99 to the downtown area.

The southwest quadrant consists of the area south of Rosedale Highway (SR-58) and west of SR-99. The southwest quadrant is anticipated to be a very high growth area in the near future. Roadways that would exhibit deficiencies in this quadrant would include Panama Lane (Old River Road to Gosford Road) and Gosford Road (Stockdale Highway to Ming Avenue).

The southeast quadrant consists of the area south of SR-58 and east of SR-99. The southeast quadrant would mostly maintain Levels of Service of "C" or better, with deficiencies of small segments in close proximity to the downtown area. Roadways that would have deficiencies include Cottonwood Avenue (Brundage Lane to Casa Loma Drive) and Panama Lane (Union Avenue to Cottonwood Road).

The downtown Bakersfield Redevelopment Area and small infill projects are exempt based on the Level of Service Ordinance in order to facilitate infill projects and redevelopment. Furthermore, it is recognized that higher traffic levels are inherent to a vital central core.

In summary, the KERN COG traffic model for the year 2020 identifies numerous roadway segments that would exceed the level of service performance criteria established by the Metropolitan Bakersfield General Plan. Additionally, several roadway segments would have average daily traffic volumes that would exceed the roadway capacity.

TABLE 4.3-8
2020 ADT VOLUMES AND CAPACITY ANALYSIS – EXPRESSWAYS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Alfred Harrell Expressway:						
West of Fairfax Road	4	Expressway	48,000	17,212	0.36	A
Fairfax Road to Lily Drive	4	Expressway	48,000	4,303	0.09	A
Lily Drive to SR-178	2	Expressway	24,000	19,103	0.80	C
State Route 178:						
West of Kern Canyon Road*	6	Arterial	60,000	64,781	1.08	F
~~Highways~~ Highway 65:						
James Road to Seventh Standard Road	2	Expressway	12,000	24,000	2.00	F
South of Seventh Standard Road	2	Expressway	12,000	24,000	2.00	F

Source: GIS Data, KERN COG.

Notes:
1. Where there were multiple volumes, the average was recorded.
2. Various roadway segments in table have been deleted, as compared to existing conditions, due to category naming differences between KERN COG and the City of Bakersfield.
3. Roadway segments and corresponding volumes and capacity data listed above represents available data provided by the Kern Council of Governments. Data was not available for all roadway segments within Metropolitan Bakersfield.

TABLE 4.3-9
2020 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
State Route 58:						
West of Allen Road	4	Arterial	46,154	19,040	0.41	A
Allen Road to Calloway Drive	6	Arterial	60,000	32,165	0.54	A
Calloway Drive to Coffee Road	6	Arterial	60,000	55,532	0.93	E
Coffee Road to Fruitvale Avenue	6	Arterial	60,000	61,877	1.03	F
Fruitvale Avenue to SR-99	6	Arterial	60,000	63,512	1.06	F
24th Street:						
SR-99 to Oak Street	6	Arterial	60,000	48,662	0.81	D
Oak Street to B Street	6	Arterial	60,000	54,833	0.91	E
B Street to SR-178	6	Arterial	60,000	58,114	0.98	E
23rd Street:						
B Street to SR-178	No data provided					
State Route 178:						
~~West of Kern Canyon Road*~~	~~6~~	~~Arterial~~	~~60,000~~	~~64,781~~	~~1.08~~	~~F~~
Kern Canyon Road to Alfred Harrell Expressway	4	Arterial	33,333	30,167	0.91	E
East of Alfred Harrell Expressway	2	Arterial	20,000	9,780	0.49	A
Golden State Avenue (SR-204):						
F Street to Chester Avenue	4	Arterial	40,000	54,295	1.36	F
Chester Avenue to SR-178	6	Arterial	60,000	87,407	1.46	F
SR-178 to Union Avenue	6	Arterial	60,000	37,084	0.62	B
Morning Drive:						
Niles Street to Edison Hwy	4	Arterial	40,000	38,002	0.95	E
Alfred Harrell Expressway to Paladino Drive*	4	Arterial	40,000	34,485	0.86	D
Paladino Drive to Panorama Drive*	4	Arterial	40,000	32,018	0.80	C
Panorama Drive to Auburn Street*	4	Arterial	40,000	26,987	0.67	B
Auburn Street to Niles Street*	4	Arterial	40,000	22,224	0.56	A

TABLE 4.3-9 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Weedpatch Hwy (SR184):						
Edison Hwy to Brundage Lane	4	Arterial	40,000	47,143	1.18	F
Brundage Lane to SR-58	4	Arterial	40,000	32,520	0.81	D
SR-58 to Panama Lane	4	Arterial	40,000	22,842	0.57	A
Panama Lane to Panama Road	4	Arterial	40,000	22,490	0.56	A
Panama Road to Giorgio Road*	4	Arterial	40,000	17,627	0.44	A
Giorgio Road to Bear Mountain Boulevard*	4	Arterial	40,000	8,932	0.22	A
Kern Canyon Road:						
Morning Drive to SR-178	2	Arterial	28,000	25,889	0.92	E
Taft Highway (SR-119):						
SR-43 to Buena Vista Road*	2	Arterial	18,000	12,111	0.67	B
Buena Vista Road to Old River Road	2	Arterial	20,000	12,536	0.63	B
Old River Road to Gosford Road	2	Arterial	20,000	14,672	0.73	C
Gosford Road to Ashe Road	2	Arterial	25,000	12,391	0.50	A
Ashe Road to Wible Road	2	Arterial	30,000	14,983	0.50	A
Wible Road to H Street	4	Arterial	40,000	20,202	0.51	A
H Street to Union Avenue	4	Arterial	40,000	21,143	0.53	A
Enos Lane (SR-43)*:						
Seventh Standard Road to Kratzmeyer*	2	Arterial	20,000	6,529	0.33	A
Kratzmeyer to SR-58*	2	Arterial	20,000	13,270	0.66	B
SR-58 to Stockdale Hwy*	2	Arterial	20,000	9,324	0.47	A
Stockdale Hwy to Panama Lane*	2	Arterial	20,000	14,461	0.72	C
Seventh Standard Road:						
West of Calloway Drive	4	Arterial	32,727	14,948	0.46	A
Calloway Drive to Coffee Road	4	Arterial	40,000	32,416	0.81	D
Coffee Road to Airport Drive	4	Arterial	40,000	45,674	1.14	F
Airport Drive to Chester Avenue	4	Arterial	40,000	26,049	0.65	B
Manor Street:						
Chester Avenue to China Grade Road	4	Arterial	40,000	33,978	0.85	D
China Grade Road to ~~Olive Drive~~ Norris Road	4	Arterial	40,000	30,014	0.75	C
~~Olive Drive~~ Norris Road to Columbus Street	4	Arterial	40,000	51,236	1.28	F
China Grade Loop:						
Airport Drive to Chester Avenue	4	Arterial	36,000	7,049	0.20	A
Chester Avenue to Manor Street	4	Arterial	36,000	10,361	0.29	A
Manor Street to Round Mountain Road	2	Arterial	26,667	27,449	1.03	F
Round Mountain Road to Alfred Harrell Hwy	2	Arterial	20,000	25,846	1.29	F
China Grade Loop Expressway:						
China Grade Loop Expressway	2	Arterial	20,000	5,136	0.26	A
Round Mountain Road:						
East of China Grade Loop	No Data Provided					
Alfred Harrell Hwy:						
China Grade Loop to Mt Vernon Avenue	2	Arterial	36,000	7,828	0.22	A

TABLE 4.3-9 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Olive Drive:						
West of Coffee Road	6	Arterial	60,000	27,420	0.46	A
Coffee Road to Fruitvale Avenue	6	Arterial	60,000	34,132	0.57	A
Fruitvale Avenue to Airport Drive	6	Arterial	58,500	41,153	0.70	B
Santa Fe Way to Allen Road*	4	Arterial	46,667	13,925	0.30	A
Allen Road to Jewetta Avenue*	6	Arterial	60,000	16,691	0.28	A
Jewetta Avenue to Calloway Drive*	6	Arterial	60,000	13,678	0.23	A
East of Calloway Drive*	6	Arterial	60,000	25,031	0.42	A
Decatur Street*:						
East of Airport Drive*	2	Arterial	18,000	14,867	0.83	D
Kratzmeyer Road*:						
Enos Lane (SR-43) to Nord Avenue*	2	Arterial	18,000	3,326	0.18	A
Nord to Santa Fe Way*	2	Arterial	18,000	16,616	0.92	E
Hageman Road:						
West of Jewetta Avenue	6	Arterial	54,000	12,508	0.23	A
Jewetta Avenue to Calloway Drive	6	Arterial	60,000	34,871	0.58	A
Calloway Drive to Coffee Road	6	Arterial	60,000	48,553	0.81	D
Coffee Road to Fruitvale Avenue	6	Arterial	60,000	37,834	0.63	B
Fruitvale Avenue to Mohawk Street	6	Arterial	60,000	44,966	0.75	C
Mohawk Street to Norris Road	6	Arterial	60,000	48,199	0.80	C
Renfro Road to Jenkins*	6	Arterial	54,000	1,742	0.03	A
Jenkins to Allen Road*	6	Arterial	54,000	5,015	0.09	A
Columbus Street:						
West of River Boulevard	2	Arterial	20,000	21,913	1.10	F
River Boulevard to Mt Vernon Avenue	4	Arterial	40,000	29,344	0.73	C
Mt Vernon Avenue to Oswell Street	4	Arterial	36,000	23,599	0.66	B
Oswell Street to Panorama Drive	4	Arterial	36,000	9,380	0.26	A
Chester Avenue to Q Street*	4	Arterial	40,000	22,963	0.57	A
Q Street to Union Avenue*	4	Arterial	40,000	21,755	0.54	A
Union Avenue to Alta Vista*	2	Arterial	20,000	24,301	1.22	F
~~Monterrey~~ Monterey Street:						
Union Avenue to Beale Avenue	4	Arterial	50,000	13,498	0.27	A
East of Beale Avenue	6	Arterial	60,000	14,244	0.24	A
Panorama Drive:						
West of Mt Vernon Avenue	4	Arterial	40,000	14,303	0.36	A
Mt Vernon Avenue to Columbus Street	4	Arterial	40,000	7,490	0.19	A
Brimhall Road:						
Allen Road to Jewetta Avenue	4	Arterial	40,000	5,623	0.14	A
Jewetta Avenue to Calloway Drive	4	Arterial	40,000	26,381	0.66	B
Renfro Road to Jenkins*	4	Arterial	40,000	11,056	0.28	A
Jenkins to Allen Road*	4	Arterial	40,000	14,883	0.37	A
Calloway Drive to Coffee Road*	4	Arterial	40,000	27,194	0.68	B

TABLE 4.3-9 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Niles Street:						
Union Avenue to Beale Avenue	4	Arterial	51,429	27,332	0.53	A
Beale Avenue to Haley Street	6	Arterial	60,000	15,025	0.25	A
Haley Street to Mt Vernon Avenue	4	Arterial	40,000	27,604	0.69	B
Mt Vernon Avenue to Oswell Street	4	Arterial	40,000	25,204	0.63	B
Oswell Street to Fairfax Road	4	Arterial	40,000	30,733	0.77	C
Fairfax Road to Morning Drive	4	Arterial	40,000	19,275	0.48	A
Truxtun Avenue:						
West of Union Avenue	6	Arterial	60,000	24,191	0.40	A
East of Union Avenue	4	Arterial	42,000	26,230	0.62	B
Coffee Road to Mohawk Street*	4	Arterial	40,000	16,978	0.42	A
Mohawk Street to Oak Street*	4	Arterial	40,000	23,252	0.58	A
Oak Street to Chester Avenue*	4	Arterial	40,000	19,792	0.49	A
California Avenue:						
Stockdale Hwy to Mohawk Street	6	Arterial	60,000	66,686	1.11	F
Mohawk Street to Oak Street	6	Arterial	60,000	72,671	1.21	F
Oak Street to H Street	6	Arterial	60,000	21,476	0.36	A
H Street to Baker Street	6	Arterial	60,000	37,076	0.62	B
Baker Street to Cottonwood Road	6	Arterial	60,000	23,813	0.40	A
Cottonwood Road to Mt Vernon Avenue	4	Arterial	40,000	20,255	0.51	A
Mt Vernon Avenue to Edison Hwy	4	Arterial	40,000	12,117	0.30	A
Edison Hwy:						
California Avenue to Oswell Street	4	Arterial	36,000	35,998	1.00	E
Oswell Street to Fairfax Road	4	Arterial	36,000	28,794	0.80	C
East of Fairfax Road	2	Arterial	21,000	8,799	0.42	A
Stockdale Hwy:						
Renfro Road to Allen Road	6	Arterial	60,000	18,557	0.31	A
Allen Road to Buena Vista Road	6	Arterial	60,000	29,089	0.48	A
Buena Vista Road to Old River Road	6	Arterial	60,000	39,774	0.66	B
Old River Road to Gosford Road	6	Arterial	60,000	32,249	0.54	A
Gosford Road to El Rio Drive	6	Arterial	60,000	35,637	0.59	A
El Rio Drive to Ashe Road	6	Arterial	60,000	38,990	0.65	B
Ashe Road to New Stine Road	6	Arterial	60,000	41,365	0.69	B
New Stine Road to Wible Road	6	Arterial	60,000	45,591	0.76	C
Enos Lane (SR-43) to Nord Avenue*	2	Arterial	20,000	21,966	1.10	E
Brundage Lane:						
Wible Road to H Street	4	Arterial	40,000	27,752	0.69	B
H Street to P Street	4	Arterial	40,000	20,179	0.50	A
P Street to Union Avenue	4	Arterial	40,000	14,628	0.37	A
Union Avenue to Cottonwood Road	4	Arterial	40,000	22,595	0.56	A
Cottonwood Road to Mt Vernon Avenue	4	Arterial	40,000	25,673	0.64	B
Mt Vernon Avenue to Oswell Street	4	Arterial	40,000	13,263	0.33	A
Oswell Street to Fairfax Road	4	Arterial	40,000	18,682	0.47	A
Fairfax Road to Morning Drive	4	Arterial	40,000	15,247	0.38	A
Nord to Renfro Road*	2	Arterial	20,000	18,997	0.95	E
Morning Drive to Edison Hwy*	2	Arterial	20,000	7,453	0.37	A

TABLE 4.3-9 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Ming Avenue:						
Allen Road to Buena Vista Road*	6	Arterial	60,000	10,019	0.17	A
Buena Vista Road to Old River Road	6	Arterial	60,000	32,351	0.54	A
Old River Road to Gosford Road	6	Arterial	60,000	40,988	0.68	B
Gosford Road to Ashe Road	6	Arterial	60,000	45,090	0.75	C
Ashe Road to New Stine Road	6	Arterial	60,000	58,670	0.98	E
New Stine Road to Wible Road	6	Arterial	60,000	45,527	0.76	C
Wible Road to Hughes Lane	6	Arterial	60,000	42,773	0.71	C
Hughes Lane to H Street	4	Arterial	40,000	36,913	0.92	E
H Street to P Street	4	Arterial	40,000	34,894	0.87	D
P Street to Union Avenue	4	Arterial	40,000	16,746	0.42	A
Casa Loma Drive:						
Union Avenue to Cottonwood Road	4	Arterial	40,000	10,292	0.26	A
White Lane:						
Allen Road to Buena Vista Road*	6	Arterial	60,000	135	0.00	A
Buena Vista Road to Old River Road	6	Arterial	60,000	12,812	0.21	A
Old River Road to Gosford Road	6	Arterial	60,000	35,810	0.60	A
Gosford Road to Ashe Road	6	Arterial	60,000	45,437	0.76	C
Ashe Road to Stine Road	6	Arterial	60,000	39,466	0.66	B
Stine Road to Wible Road	6	Arterial	60,000	50,695	0.84	D
Wible Road to H Street	4	Arterial	40,000	28,796	0.72	C
H Street to Union Avenue	4	Arterial	40,000	15,899	0.40	A
Union Avenue to Cottonwood Road	2	Arterial	20,000	3,825	0.19	A
Pacheco Road:						
Buena Vista Road to Old River Road	2	Arterial	18,000	4,209	0.23	A
Old River Road to Gosford Road	2	Arterial	18,000	8,907	0.49	A
Panama Lane:						
Enos Lane (SR-43) to Buena Vista Road*	2	Arterial	20,000	21,353	1.07	F
Buena Vista Road to Old River Road	2	Arterial	20,000	18,240	0.91	E
Old River Road to Gosford Road	2	Arterial	20,000	21,454	1.07	F
Gosford Road to Ashe Road	6	Arterial	60,000	34,615	0.58	A
Ashe Road to Stine Road	4	Arterial	40,000	37,526	0.94	E
Stine Road to Akers Road	6	Arterial	60,000	48,627	0.81	D
Akers Road to Wible Road	6	Arterial	60,000	40,518	0.68	B
East of Wible Road	6	Arterial	60,000	50,988	0.85	D
West of H Street	6	Arterial	60,000	37,901	0.63	B
H Street to Union Avenue	2	Arterial	25,000	21,357	0.85	D
Union Avenue to Cottonwood Road	2	Arterial	20,000	19,037	0.95	E
Cottonwood Road to Fairfax Road	2	Arterial	20,000	15,588	0.78	C
Fairfax Road to Weedpatch Hwy (SR-184)	2	Arterial	20,000	14,604	0.73	C
Weedpatch Hwy (SR-184) to Vineland Road*	2	Arterial	20,000	6,178	0.31	A
Vineland Road to Edison Road*	2	Arterial	20,000	4,967	0.25	A
Mc Cutchen Road:						
Old River Road to Gosford Road	No Data Provided					
Gosford Road to Ashe Road	No Data Provided					

TABLE 4.3-9 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Hosking Road:						
Wible Road to H Street	2	Arterial	18,000	5,526	0.31	A
H Street to Union Avenue	6	Arterial	54,000	3,589	0.07	A
Union Avenue to Cottonwood Road*	2	Arterial	18,000	490	0.03	A
Panama Road:						
Union Avenue to Cottonwood Road	2	Arterial	18,000	12,044	0.67	B
Cottonwood Road to Weedpatch Hwy (SR-184)	2	Arterial	18,000	9,912	0.55	A
Weedpatch Hwy (SR-184) to Vineland Road*	2	Arterial	18,000	2,827	0.16	A
Vineland Road to Edison Road*	2	Arterial	18,000	2,649	0.15	A
Paladino Drive:						
Fairfax Road to Morning Drive*	4	Arterial	40,000	23,669	0.59	A
Morning Drive to State SR-178*	4	Arterial	40,000	14,366	0.36	A
Breckenridge Road*:						
Morning Drive to Vineland Road*	2	Arterial	18,000	3,858	0.21	A
Vineland Road to Edison Road*	2	Arterial	20,000	970	0.05	A
Edison Road to Camanche Drive*	2	Arterial	20,000	3,010	0.15	A
Wilson Road*:						
Morning Drive to Vineland Road*	2	Arterial	18,000	1,182	0.07	A
Vineland Road to Edison Road*	2	Arterial	18,000	99	0.01	A
Muller Road*:						
Fairfax Road to Morning Drive*	2	Arterial	18,000	903	0.05	A
Morning Drive to Vineland Road*	2	Arterial	18,000	254	0.01	A
Vineland Road to Edison Road*	2	Arterial	18,000	64	0.00	A
Edison Road to Malaga Road*	2	Arterial	18,000	120	0.01	A
Malaga Road to Camanche Drive*	2	Arterial	18,000	69	0.00	A
Camanche Drive to Tejon*	2	Arterial	20,000	10,869	0.54	A
East of Tejon*	2	Arterial	20,000	1,351	0.07	A
Hermosa Road*:						
Fairfax Road to Weedpatch Hwy (SR-184)*	2	Arterial	18,000	420	0.02	A
Morning Drive to Vineland Road*	2	Arterial	18,000	75	0.00	A
Vineland Road to Edison Road*	2	Arterial	18,000	11	0.00	A
Mountain View Road*:						
Fairfax Road to Weedpatch Hwy (SR-184)*	2	Arterial	18,000	538	0.03	A
Weedpatch Hwy (SR-184) to Vineland Road*	2	Arterial	18,000	784	0.04	A
Curnow Road*:						
Union Avenue to Cottonwood Road*	2	Arterial	18,000	531	0.03	A
Cottonwood Road to Fairfax Road*	2	Arterial	18,000	1,914	0.11	A
Fairfax Road to Weedpatch Hwy (SR-184)*	2	Arterial	18,000	2,999	0.17	A
Weedpatch Hwy (SR-184) to Vineland Road*	2	Arterial	18,000	4,026	0.22	A
Vineland Road to Edison Road*	2	Arterial	18,000	420	0.02	A
Giorgio Road*:						
Old River Road to Wible Road*	2	Arterial	20,000	2,535	0.13	A
Wible Road to Union Avenue*	2	Arterial	20,000	5,325	0.27	A
Union Avenue to Fairfax Road*	2	Arterial	20,000	8,883	0.44	A
Fairfax Road to Weedpatch Hwy (SR-184)*	2	Arterial	20,000	7,778	0.39	A
Weedpatch Hwy (SR-184) to Vineland Road*	2	Arterial	20,000	8,228	0.41	A
Vineland Road to Edison Road*	2	Arterial	20,000	9,430	0.47	A

TABLE 4.3-9 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Houghton Road*:						
West of Old River Road*	2	Arterial	20,000	2,889	0.14	A
Old River Road to Wible Road*	2	Arterial	20,000	2,608	0.13	A
Wible Road to Union Avenue*	2	Arterial	24,000	5,005	0.21	A
Buena Vista Boulevard*:						
Union Avenue to Morning Drive*	4	Arterial	40,000	10,659	0.27	A
Morning Drive to Vineland Road*	4	Arterial	40,000	10,516	0.26	A
Vineland Road to Edison Road*	4	Arterial	40,000	12,762	0.32	A
Nord Avenue*:						
Stockdale Hwy to SR-58*	2	Arterial	18,000	3,135	0.17	A
SR-58 to Kratzmeyer Road*	2	Arterial	18,000	5,503	0.31	A
Kratzmeyer Road to Santa Fe Way*	2	Arterial	18,000	4,832	0.27	A
Wegis Road*:						
Stockdale Hwy to SR-58*	2	Arterial	18,000	6,048	0.34	A
Renfro Road:						
North of Stockdale Hwy	4	Arterial	40,000	4,047	0.10	A
Stockdale Hwy to Buena Vista Road*	4	Arterial	40,000	0	0.00	A
South of Brimhall Road*	4	Arterial	40,000	4,138	0.10	A
Brimhall Road to SR-58*	4	Arterial	40,000	10,187	0.25	A
SR-58 to Hageman Road*	4	Arterial	40,000	3,110	0.08	A
Hageman Road to Santa Fe Way*	2	Arterial	20,000	2,302	0.12	A
Allen Road:						
Seventh Standard Road to Hageman Road	2	Arterial	20,000	8,882	0.44	A
Santa Fe Way to SR-58*	2	Arterial	20,000	24,082	1.20	F
SR-58 to Brimhall Road*	6	Arterial	60,000	25,054	0.42	A
Brimhall Road to Stockdale Hwy	6	Arterial	60,000	29,140	0.49	A
Stockdale Hwy to Ming Avenue*	6	Arterial	60,000	6,450	0.11	A
Ming Avenue to White Lane*	6	Arterial	60,000	229	0.00	A
Jewetta Avenue:						
North of Hageman Road	4	Arterial	36,000	11,912	0.33	A
Norris Road to Olive Drive*	4	Arterial	36,000	10,218	0.28	A
South of Olive Drive*	4	Arterial	36,000	7,909	0.22	A
Hageman to SR-58*	4	Arterial	36,000	14,419	0.40	A
SR-58 to Brimhall Road*	4	Arterial	36,000	9,476	0.26	A
Brimhall Road to Stockdale Hwy*	4	Arterial	36,000	6,436	0.18	A
Calloway Road:						
Seventh Standard Road to Snow Road	4	Arterial	36,000	14,946	0.42	A
Snow Road to Hageman Road	4	Arterial	48,400	13,142	0.27	A
South of Hageman Road	6	Arterial	60,000	49,096	0.82	D
North of Brimhall Road	6	Arterial	60,000	48,842	0.81	D
Brimhall Road to Stockdale Hwy	6	Arterial	60,000	63,028	1.05	F

TABLE 4.3-9 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Coffee Road:						
Seventh Standard Road to Snow Road	6	Arterial	60,000	29,838	0.50	A
Snow Road to Olive Drive	6	Arterial	60,000	36,325	0.61	B
Olive Drive to Hageman Road	6	Arterial	60,000	45,961	0.77	C
Hageman Road Brimhall Road	6	Arterial	60,000	50,027	0.83	D
Brimhall Road to Stockdale Hwy	6	Arterial	60,000	71,568	1.19	F
Fruitvale Avenue:						
Olive Drive to Hageman Road	4	Arterial	40,000	16,544	0.41	A
South of Hageman Road	6	Arterial	54,000	13,145	0.24	A
Norris Road to Olive Drive*	4	Arterial	33,333	9,712	0.29	A
Airport Drive:						
North of China Grade Loop	4	Arterial	40,000	38,852	0.97	E
China Grade Loop to Norris Road	4	Arterial	40,000	47,907	1.20	F
Norris Road to Olive Drive	6	Arterial	60,000	61,792	1.03	F
South of Olive Drive	6	Arterial	60,000	66,802	1.11	F
Chester Avenue to James Road*	2	Arterial	20,000	17,521	0.88	D
James Road to Seventh Standard Road*	2	Arterial	18,000	28,328	1.57	F
South of Seventh Standard Road*	4	Arterial	40,000	39,372	0.98	E
Pierce Road*:						
North of Stockdale Hwy*	4	Arterial	37,333	34,212	0.92	E
Chester Avenue:						
James Road to Seventh Standard Road*	4	Arterial	36,000	29,628	0.82	D
Seventh Standard Road to China Grade Loop	4	Arterial	40,000	23,192	0.58	A
China Grade Loop to Norris Road	4	Arterial	40,000	29,717	0.74	C
Norris Road to California Avenue	4	Arterial	38,400	29,023	0.76	C
California Avenue to Brundage Lane	4	Arterial	36,000	26,090	0.72	C
Brundage Lane to Ming Avenue	4	Arterial	36,000	19,115	0.53	A
Ming Avenue to Union Avenue	4	Arterial	36,000	13,953	0.39	A
Airport Drive to James Road*	4	Arterial	19,333	18,426	0.95	E
James Street*:						
West of Airport Drive*	2	Arterial	20,000	21,876	1.09	F
Airport Drive to Chester Avenue*	2	Arterial	18,000	16,358	0.91	E
River Boulevard:						
Panorama Road to Columbus Street	4	Arterial	38,667	4,530	0.12	A
Beale Avenue:						
Columbus Street to Niles Street	4	Arterial	37,500	10,440	0.28	A
Niles Street to Monterrey Street	4	Arterial	36,000	13,862	0.39	A
South of Monterey Street	4	Arterial	36,000	16,507	0.46	A
North of Truxtun Avenue*	4	Arterial	36,000	15,769	0.44	A
Mt Vernon Avenue:						
Alfred Harrell Hwy to Columbus Street	4	Arterial	36,000	17,310	0.48	A
Columbus Street to Niles Street	4	Arterial	40,000	30,358	0.76	C
Niles Street to California Avenue	4	Arterial	40,000	37,354	0.93	E
California Avenue to Brundage Lane	4	Arterial	40,000	28,669	0.72	C
South of Brundage Lane*	4	Arterial	38,000	28,738	0.76	C

TABLE 4.3-9 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Oswell Street:						
Columbus Street to Auburn Street	4	Arterial	36,000	7,852	0.22	A
Auburn Street to Bernard Street	4	Arterial	40,000	25,852	0.65	B
Bernard Street to Niles Street	4	Arterial	40,000	18,081	0.45	A
Niles Street to Edison Hwy	4	Arterial	40,000	27,021	0.68	B
South of Edison Hwy	4	Arterial	40,000	25,166	0.63	B
North of Brundage Lane	4	Arterial	40,000	17,408	0.44	A
South of Brundage Lane	2	Arterial	24,500	13,586	0.55	A
Fairfax Road:						
North of Panorama Drive	4	Arterial	40,000	31,908	0.80	C
Panorama Drive to Auburn Street	6	Arterial	60,000	42,676	0.71	C
Auburn Street to College Avenue	6	Arterial	60,000	43,305	0.72	C
College Avenue to Niles Street	6	Arterial	60,000	33,337	0.56	A
Niles Street of Edison Hwy	4	Arterial	40,000	31,830	0.80	C
Edison Hwy to Brundage Lane	4	Arterial	40,000	35,948	0.90	D
Brundage Lane to Panama Lane	2	Arterial	26,667	16,401	0.62	B
Panama Lane to Mountain View Road*	2	Arterial	20,000	7,424	0.37	A
Mountain View Road to Panama Road*	2	Arterial	20,000	6,954	0.35	A
Panama Road to Curnow Road*	2	Arterial	20,000	5,547	0.28	A
Curnow Road to Giorgio Road*	2	Arterial	20,000	2,223	0.11	A
South of Giorgio Road*	2	Arterial	20,000	1,599	0.08	A
Buena Vista Road:						
Stockdale Hwy to Ming Avenue	6	Arterial	60,000	51,087	0.85	D
Ming Avenue to White Lane	6	Arterial	60,000	31,556	0.53	A
White Lane to Pacheco Road	4	Arterial	40,000	28,372	0.71	C
Pacheco Road to Panama Lane	2	Arterial	20,000	23,503	1.18	F
Panama Lane to Panama Road	2	Arterial	20,000	5,942	0.30	A
Old River Road:						
Stockdale Hwy to Ming Avenue	6	Arterial	60,000	44,784	0.75	C
Ming Avenue to White Lane	6	Arterial	60,000	55,668	0.93	E
South of White Lane	6	Arterial	60,000	14,881	0.25	A
North of Pacheco Road*	6	Arterial	60,000	12,809	0.21	A
Pacheco Road to Panama Lane	4	Arterial	40,000	16,030	0.40	A
Panama Lane to Mc Cutchen Road	2	Arterial	20,000	7,901	0.40	A
Mc Cutchen Road to Panama Road	2	Arterial	20,000	7,590	0.38	A
Panama Road to Giorgio Road*	2	Arterial	20,000	11,009	0.55	A
Giorgio Road to Bear Mountain Blvd (SR-223)*	2	Arterial	20,000	10,131	0.51	A
Gosford Road:						
Stockdale Hwy to Ming Avenue	6	Arterial	60,000	60,810	1.01	F
Ming Avenue to White Lane	6	Arterial	60,000	43,377	0.72	C
White Lane to Pacheco Road	6	Arterial	60,000	43,659	0.73	C
Pacheco Road to Panama Lane	6	Arterial	60,000	32,120	0.54	A
Panama Lane to Mc Cutchen Road	6	Arterial	60,000	12,322	0.21	A
Mc Cutchen Road to Panama Road	6	Arterial	60,000	9,419	0.16	A

TABLE 4.3-9 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Ashe Road:						
Stockdale Hwy to Ming Avenue	No Data Provided					
Ming Avenue to White Lane	No Data Provided					
South of White Lane	6	Arterial	60,000	25,165	0.42	A
North of Panama Lane*	6	Arterial	60,000	16,911	0.28	A
Panama Lane to Mc Cutchen Road	No Data Provided					
South of Mc Cutchen Road	No Data Provided					
North of Taft Hwy (SR-119)	2	Arterial	20,000	2,607	0.13	A
Stine Road:						
Stockdale Hwy to Ming Avenue	6	Arterial	60,000	43,063	0.72	C
Ming Avenue to White Lane	6	Arterial	60,000	34,994	0.58	A
White Lane Panama Lane	4	Arterial	45,000	26,772	0.59	A
South of Panama Lane	4	Arterial	40,000	9,156	0.23	A
North of Taft Hwy (SR-119)*	4	Arterial	40,000	7,563	0.19	A
South of Taft Hwy (SR-119)*	2	Arterial	20,000	0	0.00	A
Oak Street:						
North of California Avenue	6	Arterial	60,000	43,171	0.72	C
California Avenue to Stockdale Hwy	4	Arterial	40,000	26,341	0.66	B
North of 24th Street*	4	Arterial	46,667	25,601	0.55	A
Wible Road:						
Brundage Lane to Ming Avenue	4	Arterial	40,000	39,413	0.99	E
Ming Avenue to White Lane	4	Arterial	40,000	31,972	0.80	C
White Lane Panama Lane	4	Arterial	40,000	30,699	0.77	C
Panama Lane to Hosking Road	4	Arterial	40,000	32,953	0.82	D
Hosking Road to Taft Hwy (SR-119)	4	Arterial	40,000	17,553	0.44	A
State Route 119 to Giorgio Road*	2	Arterial	20,000	6,536	0.33	A
Giorgio Road to Bear Mountain Blvd (SR-223)*	2	Arterial	20,000	1,920	0.10	A
H Street:						
White Lane to Pacheco Road	4	Arterial	36,000	22,047	0.61	B
Pacheco Road to Panama Lane	4	Arterial	36,000	17,037	0.47	A
Panama Lane to Hosking Road	2	Arterial	18,000	10,641	0.59	A
South of Hosking Road	2	Arterial	18,000	11,604	0.64	B
North of Panama Road	2	Arterial	18,000	8,201	0.46	A
Union Avenue:						
Columbus Street to Niles Street	6	Arterial	60,000	38,784	0.65	B
Niles Street (SR-204) to Truxtun Avenue*	6	Arterial	60,000	45,055	0.75	C
Truxtun Avenue (SR-204) to California Avenue*	6	Arterial	60,000	54,790	0.91	E
California (SR-204) to Brundage Lane*	6	Arterial	60,000	56,417	0.94	E
South of Brundage Lane	6	Arterial	60,000	49,599	0.83	D
North of Casa Loma Drive	4	Arterial	60,000	42,003	0.70	B
Casa Loma Drive to White Lane	6	Arterial	60,000	34,943	0.58	A
White Lane Panama Lane	4	Arterial	40,000	31,038	0.78	C
Panama Lane to Hosking Road	4	Arterial	40,000	17,449	0.44	A
Hosking Road to Panama Road	4	Arterial	40,000	12,370	0.31	A
State Route 119 to Curnow Road*	4	Arterial	40,000	8,047	0.20	A
Curnow Road to Giorgio Road*	4	Arterial	40,000	5,697	0.14	A
Giorgio Road to Bear Mountain Blvd (SR-233)*	4	Arterial	40,000	4,064	0.10	A

TABLE 4.3-9 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Cottonwood Road:						
California Avenue to Brundage Lane	4	Arterial	36,000	12,655	0.35	A
Brundage Lane to Casa Loma Drive	2	Arterial	28,800	24,962	0.87	D
Casa Loma Drive to White Lane	2	Arterial	18,000	11,517	0.64	B
White Lane Panama Lane	2	Arterial	18,000	5,942	0.33	A
Panama Lane to Panama Road	2	Arterial	18,000	2,236	0.12	A
Panama Road to Curnow Road*	2	Arterial	18,000	2,046	0.11	A
Rancheria Road:						
Rancheria Road	2	Arterial	20,000	691	0.03	A
Vineland Road*:						
North of Breckenridge Road*	2	Arterial	20,000	1,423	0.07	A
Breckenridge Road to Edison Hwy*	2	Arterial	20,000	3,002	0.15	A
Edison Hwy to Wilson Road*	2	Arterial	20,000	2,193	0.11	A
Wilson Road to Muller Road*	2	Arterial	20,000	1,952	0.10	A
Muller Road to Hermosa Road*	2	Arterial	20,000	2,054	0.10	A
Hermosa Road to Panama Lane*	2	Arterial	20,000	1,945	0.10	A
Panama Lane to Mountain View Road*	2	Arterial	20,000	4,102	0.21	A
Panama Road to Curnow Road*	2	Arterial	20,000	1,930	0.10	A
Cunrow Road to Giorgio Road*	2	Arterial	20,000	2,138	0.11	A
Giorgio Road to Bear Mountain Blvd (SR-223)*	2	Arterial	20,000	873	0.04	A
Edison Road*:						
Breckenridge Road to Edison Hwy*	2	Arterial	20,000	10,780	0.54	A
Edison Hwy to Wilson Road*	2	Arterial	20,000	7,186	0.36	A
Wilson Road to Muller Road*	2	Arterial	20,000	4,521	0.23	A
Muller Road to Hermosa Road*	2	Arterial	20,000	4,590	0.23	A
Hermosa Road to Panama Lane*	2	Arterial	20,000	4,536	0.23	A
Panama Lane to Panama Road*	2	Arterial	20,000	3,649	0.18	A
Panama Road to Curnow Road*	2	Arterial	20,000	3,374	0.17	A
Cunrow Road to Giorgio Road*	2	Arterial	20,000	2,693	0.13	A
Giorgio Road to Bear Mountain Blvd (SR-223)*	2	Arterial	20,000	487	0.02	A
Malaga Road*:						
Edison Hwy to Wilson Road	2	Arterial	20,000	492	0.02	A
Camanche Drive*:						
State SR-178 to Breckenridge Road*	2	Arterial	20,000	9,288	0.46	A
Breckenridge Road to Edison Hwy*	2	Arterial	20,000	6,284	0.31	A
Edison Hwy to Muller Road*	2	Arterial	20,000	12,840	0.64	B
Norris Road:						
Roberts Lane to Airport Drive	4	Arterial	36,000	16,842	0.47	A
Airport Drive to Chester Avenue	4	Arterial	36,000	22,515	0.63	B
Chester Avenue to Manor Street	4	Arterial	36,000	11,727	0.33	A
Roberts Lane:						
Norris Road to Olive Drive	2	Arterial	18,000	15,753	0.88	D
Olive Drive to Airport Drive	4	Arterial	36,000	21,974	0.61	B
Airport Drive to Chester Avenue	4	Arterial	36,000	26,188	0.73	C
Chester Avenue to Manor Street	4	Arterial	36,000	15,619	0.43	A

TABLE 4.3-9 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Gilmore Avenue:						
West of Buck Owens Boulevard	4	Arterial	36,000	21,087	0.59	A
East of Fairhaven*	2	Arterial	18,000	13,702	0.76	C
Buck Owens Boulevard:						
North of Gilmore Avenue	4	Arterial	36,000	19,885	0.55	A
Pierce Road:						
South of Gilmore Avenue	4	Arterial	36,000	27,171	0.75	C
Columbus Street:						
Chester Avenue to Q Street	4	Arterial	40,000	22,963	0.57	A
Q Street to Union Avenue	4	Arterial	40,000	21,755	0.54	A
East of Union Avenue	2	Arterial	20,000	24,301	1.22	F
Panorama Drive:						
West of River Boulevard	4	Arterial	40,000	20,405	0.51	A
River Boulevard to Haley Street	4	Arterial	40,000	19,931	0.50	A
East of Fairfax Road	4	Arterial	40,000	11,785	0.29	A
Auburn Street:						
Columbus Street to Oswell Street	4	Arterial	36,000	20,014	0.56	A
Oswell Street to Fairfax Road	4	Arterial	36,000	35,152	0.98	E
East of Fairfax Road	2	Arterial	18,000	11,113	0.62	B
Bernard Street:						
Union Avenue to Alta Vista Drive	2	Arterial	18,000	14,310	0.79	C
Alta Vista Drive to Baker Street	2	Arterial	18,000	11,539	0.64	B
Baker Street to Beale Avenue	2	Arterial	18,000	14,079	0.78	B
Beale Avenue to Haley Street	4	Arterial	36,000	12,272	0.34	A
Haley Street to Mt Vernon Avenue	4	Arterial	36,000	19,005	0.53	A
Mt Vernon Avenue to Oswell Street	4	Arterial	36,000	18,301	0.51	A
Summers Street:						
Union Avenue to Baker Street	4	Arterial	36,000	16,508	0.46	A
Edison Hwy:						
West of California Avenue	4	Arterial	36,000	28,079	0.78	C
Brimhall Road:						
Calloway Drive to Coffee Road	4	Arterial	40,000	27,194	0.68	B
Pacheco Road:						
Old River Road to Gosford Road	2	Arterial	18,000	8,907	0.49	A
Allen Road:						
Seventh Standard Road to Hageman Road	2	Arterial	19,000	8,882	0.47	A
Real Road:						
California Avenue to Palm Street	2	Arterial	18,000	14,106	0.78	C
Palm Street to Stockdale Hwy	2	Arterial	18,000	12,369	0.69	B
South of Stockdale Hwy	2	Arterial	18,000	29,901	1.66	F
North of Ming Avenue	2	Arterial	18,000	13,764	0.76	C
Ming Avenue to Wilson Road	2	Arterial	18,000	10,942	0.61	B
Wilson Road to Planz Road	2	Arterial	18,000	7,424	0.41	A
North of Belle Terrace*	2	Arterial	18,000	19,113	1.06	F
South of Belle Terrace*	2	Arterial	18,000	13,236	0.74	C

TABLE 4.3-9 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – ARTERIAL STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
F Street:						
24th Street to Truxtun Avenue	4	Arterial	36,000	2,234	0.06	A
H Street:						
North of Truxtun Avenue	4	Arterial	36,000	11,928	0.33	A
Truxtun Avenue to California Avenue	4	Arterial	36,000	25,190	0.70	B
California Avenue to Palm Street	4	Arterial	36,000	24,715	0.69	B
Palm Street to Brundage Lane	4	Arterial	36,000	24,110	0.67	B
Brundage Lane to Belle Terrace	4	Arterial	36,000	21,330	0.59	A
Belle Terrace to Ming Avenue	4	Arterial	36,000	24,563	0.68	B
Ming Avenue to Wilson Road	4	Arterial	36,000	32,039	0.89	D
Wilson Road to Planz Road	4	Arterial	36,000	25,078	0.70	B
Planz Road to White Lane	4	Arterial	36,000	22,265	0.62	B
Q Street:						
Columbus Street to 34th Street	4	Arterial	36,000	9,192	0.26	A
South of 34th Street	4	Arterial	36,000	13,250	0.37	A
North of Truxtun Avenue	4	Arterial	36,000	16,524	0.46	A
Truxtun Avenue to California Avenue	4	Arterial	36,000	30,063	0.84	D
P Street:						
California Avenue to 4th Street	4	Arterial	36,000	18,941	0.53	A
4th Street to Brundage Lane	4	Arterial	36,000	16,462	0.46	A
Brundage Lane to Belle Terrace	4	Arterial	36,000	15,891	0.44	A
Belle Terrace to Ming Avenue	4	Arterial	36,000	16,680	0.46	A
Alta Vista Drive:						
Bernard Street to Flower Street	2	Arterial	18,000	4,963	0.28	A
Flower Street to Niles Street	2	Arterial	18,000	4,089	0.23	A
Panorama Drive to Columbus Street*	2	Arterial	18,000	2,822	0.16	A
Columbus Street to Bernard Street*	2	Arterial	18,000	3,322	0.18	A
Baker Street:						
Bernard Street to Flower Street	2	Arterial	20,000	7,472	0.37	A
Flower Street to Niles Street	2	Arterial	20,000	9,337	0.47	A
Niles Street to Monterey Street	2	Arterial	20,000	10,546	0.53	A
Monterey Street to Summers Street	2	Arterial	26,667	14,521	0.54	A
Summers Street to Truxtun Avenue	4	Arterial	40,000	16,313	0.41	A
Truxtun Avenue to California Avenue	2	Arterial	20,000	13,386	0.67	B
Ashe Road*:						
North of State Route 119*	2	Arterial	20,000	2,607	0.13	A
Stockdale Hwy to Ming Avenue*	6	Arterialr	22,500	6,213	0.28	A
Ming Avenue to White Lane*	6	Arterial	22,500	20,626	0.92	E
Panama Lane to Mc Cutchen Road*	2	Arterial	7,500	8,078	1.08	F
South of Mc Cutchen Road*	2	Arterial	7,500	1,555	0.21	A
Hughes Lane:						
South of Brundage Lane	2	Arterial	18,000	13,587	0.75	C
North or Belle Terrace*	2	Arterial	18,000	11,251	0.63	B
Belle Terrace to Ming Avenue*	2	Arterial	18,000	10,221	0.57	A

Source: GIS Data, KERN COG

Notes:
1. Where there were multiple volumes, the average was recorded.
2. Roadway segments and corresponding volumes and capacity data listed above represents available data provided by the Kern Council of Governments. Data was not available for all roadway segments within Metropolitan Bakersfield.

* = Planned or future roadway segments

TABLE 4.3-10
2020 ADT VOLUMES AND CAPACITY ANALYSIS – COLLECTOR STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Norris Road:						
Calloway Drive to Coffee Road	4	Collector	15,000	871	0.06	A
Coffee Road to Patton Way	4	Collector	15,000	2,913	0.19	A
East of Patton Way	2	Collector	9,375	4,123	0.44	A
West of Calloway Drive*	4	Collector	15,000	3,82	0.03	A
Day Avenue*:						
Airport Drive to McCray Street*	4	Collector	15,000	3,101	0.21	A
McCray Street to Chester Avenue*	4	Collector	15,000	508	0.03	A
Decatur Road*:						
West of Oildale Drive*	2	Collector	7,500	12,038	1.61	F
East of Oildale Drive*	2	Collector	7,500	4,604	0.61	B
Beardsley Avenue*:						
West of Oildale Drive*	2	Collector	7,500	551	0.07	A
East of Oildale Drive*	2	Collector	7,500	3,756	0.50	A
Downing Avenue*:						
Coffee Road to Fruitvale Avenue*	2	Collector	7,500	5,247	0.70	B
Meacham Road:						
West of Calloway Drive	No Available Data					
Granite Falls Drive:						
Main Plaza Drive to Coffee Road	No Available Data					
Gilmore Avenue:						
Landco Drive to Fairhaven Drive*	2	Collector	7,500	6,064	0.81	D
Landco Drive*:						
North of Rosedale Hwy (SR-58)*	2	Collector	7,500	6,064	0.81	D
Fairhaven Drive*:						
North of Rosedale Hwy (SR-58)*	2	Collector	7,500	13,163	1.76	F
30th Street*:						
24th Street to F Street*	2	Collector	7,500	3,214	0.43	A
F Street to Golden State Hwy (SR-204)*	2	Collector	7,500	7,635	1.02	F
Golden State Hwy to Union Avenue (SR-204)*	2	Collector	7,500	4,258	0.57	A
Union Avenue to Alta Vista Drive*	2	Collector	7,500	2,448	0.33	A
Sillect Avenue:						
East of Buck Owens Boulevard	No Available Data					
Panorama Drive:						
Columbus Street to University Avenue	4	Collector	15,000	7,068	0.47	A
University Avenue to Fairfax Road	4	Collector	15,000	3,230	0.22	A
University Avenue:						
River Boulevard to Haley Street	2	Collector	7,500	2,763	0.37	A
Haley Street to Mt Vernon Avenue	4	Collector	15,000	5,081	0.34	A
Mt Vernon Avenue to Wenatchee Avenue	4	Collector	15,000	4,591	0.31	A
Wenatchee Avenue to Columbus Street	4	Collector	15,000	4,619	0.31	A
Columbus Street to Panorama Drive	4	Collector	15,000	7,418	0.49	A
34th Street:						
Chester Avenue to Q Street	4	Collector	15,000	14,577	0.97	E
Q Street to Union Avenue	4	Collector	15,000	11,894	0.79	C
West of Chester Avenue*	4	Collector	15,000	19,384	1.29	F

TABLE 4.3-10 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – COLLECTOR STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Flowers Street:						
Alta Vista Drive to Baker Street	2	Collector	7,500	3,875	0.52	A
Baker Street to Beale Avenue	2	Collector	7,500	4,306	0.57	A
East of Beale Avenue	2	Collector	7,500	9,704	1.29	F
West of Haley Street*	2	Collector	7,500	10,431	1.39	F
Haley Street to Mt Vernon Avenue*	2	Collector	7,500	10,564	1.41	F
College Avenue:						
Mt Vernon Avenue to Oswell Street	2	Collector	7,500	2,872	0.38	A
Oswell Street to Fairfax Road	2	Collector	7,500	5,095	0.68	B
East of Fairfax Road	No Available Data					
Kentucky*:						
Union Avenue to Baker Street*	2	Collector	7,500	5,878	0.78	C
Baker Street to Haley Street*	2	Collector	7,500	6,765	0.90	D
Haley Street to Mt Vernon Avenue*	2	Collector	7,500	4,490	0.60	A
Mt Vernon Avenue to Oswell Street*	2	Collector	7,500	9,460	1.26	F
Summers Street:						
Baker Street to Beale Avenue	2	Collector	7,500	13,234	1.76	F
East of Beale Avenue	2	Collector	7,500	12,767	1.70	F
Pioneer Drive*:						
Oswell Street to Sterling Road*	2	Collector	7,500	9,374	1.25	F
Sterling Road to Fairfax Road*	2	Collector	7,500	4,676	0.62	B
Fairfax Road to Park Drive*	2	Collector	7,500	2,694	0.36	A
Park Drive to Morning Drive*	2	Collector	7,500	4,586	0.61	B
Morning Drive to Vineland*	2	Collector	7,500	4,583	0.61	B
Eucalyptus Drive*:						
Edison Hwy to Fairfax Road*	2	Collector	7,500	1,848	0.25	A
Fairfax Road to Park Drive*	2	Collector	7,500	7,240	0.97	E
18 Street*:						
West of Oak Street*	2	Collector	7,500	2,710	0.36	A
Oak Street to Chester Avenue*	2	Collector	7,500	1,283	0.17	A
Chester Avenue to Union Avenue*	2	Collector	7,500	2,037	0.27	A
Union Avenue to Truxtun Avenue*	2	Collector	7,500	7,330	0.98	E
14th Street*:						
A Street to H Street*	2	Collector	7,500	655	0.09	A
Norris*:						
Brimhall Road to Coffee Road*	4	Collector	15,000	2,263	0.15	A
21st Street:						
West of Oak Street	2	Collector	7,500	3,090	0.41	A
Marella Way:						
West of Montclair Street	No Available Data					
Palm Street:						
Real Road to Oak Street	2	Collector	7,500	5,836	0.78	C
Oak Street to A Street	2	Collector	7,500	4,783	0.64	B
A Street to H Street	2	Collector	7,500	3,243	0.43	A
Stockdale Hwy to Real Road*	2	Collector	7,500	5,077	0.68	B

TABLE 4.3-10 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – COLLECTOR STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
4th Street:						
H Street to P Street	2	Collector	7,500	3,495	0.47	A
P Street to King Street	2	Collector	7,500	4,343	0.58	A
Virginia Avenue:						
King Street to Lakeview Avenue	2	Collector	7,500	4,595	0.61	B
East of Lakeview Avenue	2	Collector	7,500	2,602	0.35	A
West of Mt Vernon Avenue*	2	Collector	7,500	1,825	0.24	A
Mt Vernon Avenue to Oswell Street*	2	Collector	7,500	8,661	1.15	F
Belle Terrace:						
New Stine Road to Stine Road	2	Collector	11,250	6,648	0.59	A
Stine Road to Wible Road	2	Collector	7,500	11,210	1.49	F
Wible Road to H Street	2	Collector	7,500	3,201	0.43	A
H Street to P Street	2	Collector	7,500	3,758	0.50	A
P Street to Union Avenue	2	Collector	7,500	2,564	0.34	A
East of Union Avenue	2	Collector	7,500	1,190	0.16	A
Madison Street to Cottonwood Road	No Available Data					
Sundale Avenue*:						
Ashe Road to New Stine Road*	2	Collector	7,500	985	0.13	A
Camino Media:						
Calloway Drive to Coffee Road	No Available Data					
Grand Lakes Avenue:						
East of Old River Road	No Available Data					
El Portal Drive:						
Gosford Road to Ming Avenue	No Available Data					
Wilson Road:						
White Lane to Planz Road	4	Collector	15,000	12,839	0.86	D
Planz Road to New Stine Road	4	Collector	15,000	11,753	0.78	C
New Stine Road to Stine Road	4	Collector	15,000	17,475	1.17	F
Stine Road to Akers Road	4	Collector	15,000	3,648	0.24	A
Akers Road to Real Road	4	Collector	15,000	7,422	0.49	A
Real Road to Wible Road	4	Collector	15,000	9,273	0.62	B
Wible Road to Hughes Lane	4	Collector	15,000	4,572	0.30	A
Hughes Lane to H Street	4	Collector	15,000	8,725	0.58	A
H Street to Union Avenue	2	Collector	7,500	8,149	1.09	F
Union Avenue to Madison Street	2	Collector	7,500	2,903	0.39	A
Madison Avenue to Cottonwood Road*	2	Collector	7,500	3,508	0.47	A
Planz Road:						
Wilson Road to Stine Road	2	Collector	7,500	4,091	0.55	A
Stine Road to Akers Road	2	Collector	7,500	8,763	1.17	F
Akers Road to Real Road	2	Collector	7,500	10,808	1.44	F
Real Road to Wible Road	2	Collector	7,500	10,095	1.35	F
Wible Road to Hughes Lane	2	Collector	7,500	7,572	1.01	F
Hughes Lane to H Street	2	Collector	7,500	6,029	0.80	C
H Street to Union Avenue	2	Collector	7,500	4,115	0.55	A
Madison Avenue to Cottonwood Road	2	Collector	7,500	2,146	0.29	A
East of Cottonwood Road	No Available Data					

TABLE 4.3-10 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – COLLECTOR STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Ridge Oak Drive:						
East of Old River Road	No Available Data					
Laurelglen Boulevard:						
Pine Oak Park Boulevard to Olympia Drive	No Available Data					
East of Olympia Drive	No Available Data					
Olympia Drive:						
Laurelglen Boulevard to Lily Drive	No Available Data					
Lily Drive to Halfmoon Drive	No Available Data					
Halfmoon Drive:						
North of Olympia Drive	No Available Data					
South of Olympia Drive	No Available Data					
Campus Park Drive:						
Buena Vista Road to Mountain Vista Drive	No Available Data					
Mountain Vista Drive to Old River Road	No Available Data					
District Boulevard:						
Pine Oak Park Boulevard to Gosford Road	No Available Data					
Gosford Road to Ashe Road	No Available Data					
Ashe Road to Stine Road	No Available Data					
Pacheco Road:						
Stine Road to Akers Road	2	Collector	7,500	6,635	0.88	D
Akers Road to Wible Road	2	Collector	7,500	10,085	1.34	F
Wible Road to Hughes Lane	2	Collector	7,500	12,075	1.61	F
Hughes Lane to H Street	2	Collector	7,500	6,612	0.88	D
H Street to Monitor Street	2	Collector	7,500	4,922	0.66	B
Monitor Street to Union Avenue	2	Collector	7,500	8,049	1.07	F
Union Avenue to Cottonwood Road	2	Collector	7,500	1,528	0.20	A
Harris Road:						
Gosford Road to Ashe Road	4	Collector	15,000	8,386	0.56	A
Ashe Road to Stine Road	4	Collector	15,000	10,776	0.72	C
Stine Road to Akers Road	4	Collector	15,000	4,417	0.29	A
Akers Road to Wible Road	4	Collector	15,000	6,816	0.45	A
Fairview Road:						
Hughes Lane to H Street	2	Collector	7,500	2,422	0.32	A
H Street to Monitor Street	2	Collector	7,500	2,429	0.32	A
Monitor Street to Union Avenue	2	Collector	7,500	2,344	0.31	A
East of Union Avenue	No Available Data					
Berkshire Road:						
H Street to Union Avenue	No Available Data					
East of Union Avenue	No Available Data					
Akers*:						
Ashe Road to Stine Road*	2	Collector	7,500	559	0.07	A
Stine Road to Wible Road*	2	Collector	7,500	2,175	0.29	A
McKee Road:						
West of Wible Road	No Available Data					

TABLE 4.3-10 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – COLLECTOR STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Redbank Road*:						
Fairfax Road to SR-184*	2	Collector	7,500	6,661	0.89	D
Weedpatch Hwy to Vineland*	2	Collector	7,500	737	0.10	A
Vineland to Edison*	2	Collector	7,500	125	0.02	A
Edison to Malaga*	2	Collector	7,500	2	0.00	A
Patton Way:						
North of Norris Road	No Available Data					
Norris Road to Olive Drive	No Available Data					
North of Hageman Road	No Available Data					
South of Hageman Road	No Available Data					
Verdugo Lane:						
North of Hageman Road	No Available Data					
River Lakes Drive:						
Olive Drive to Hageman Road	No Available Data					
Main Plaza Drive:						
Hageman Road to Granite Falls Drive	No Available Data					
McCray Street*:						
James Road to Seventh Standard Road*	2	Collector	7,500	10,099	1.35	F
Seventh Standard Road to Day Avenue*	2	Collector	7,500	4,803	0.64	B
Day Avenue to China Grade Loop*	2	Collector	7,500	2,187	0.29	A
Oildale Drive*:						
China Grade Loop to Norris Road*	2	Collector	7,500	5,143	0.69	B
Norris Road to Decatur Street*	2	Collector	7,500	7,492	1.00	E
Decatur Street to Beardsley Avenue*	2	Collector	7,500	2,087	0.28	A
Haley Street:						
Panorama Drive to University Avenue	4	Collector	15,000	1,775	0.12	A
University Avenue to Columbus Street	4	Collector	15,000	9,481	0.63	B
South of Columbus Street	4	Collector	15,000	19,477	1.30	F
North of Bernard Street	4	Collector	15,000	6,860	0.46	A
Bernard Street to Niles Street	4	Collector	15,000	3,437	0.23	A
Niles Street to Monterey Street	4	Collector	15,000	2,969	0.20	A
South of Monterey Street	4	Collector	15,000	3,149	0.21	A
Wenatchee Avenue:						
Panorama Drive to University Avenue	No Available Data					
University Avenue to Columbus Street	No Available Data					
El Rio Drive:						
North of Stockdale Hwy	No Available Data					
Montclair Street:						
Stockdale Hwy to Marella Way	No Available Data					
North of Marella Way	No Available Data					
A Street:						
California Avenue to Palm Street	2	Collector	7,500	5,154	0.69	B
Palm Street to Brundage Lane	2	Collector	7,500	4,787	0.64	B
F Street:						
34th Street to 24th Street	4	Collector	15,000	16,535	1.10	F

TABLE 4.3-10 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – COLLECTOR STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Lake Ming Road	No Available Data					
King Street:						
California Avenue to Virginia Avenue	2	Collector	7,500	7,015	0.94	E
Virginia Avenue to Brundage Lane*	2	Collector	7,500	5,251	0.70	B
Quantico Avenue:						
North of Brundage Lane	2	Collector	7,500	3,323	0.44	A
California Avenue to Virginia Avenue*	2	Collector	7,500	3,332	0.44	A
Grand Lakes Avenue:						
Ming Avenue to Mountain Vista Drive	No Available Data					
Mountain Vista Drive:						
Grand Lakes Avenue to Campus Park Drive	No Available Data					
Scarlet Oak Boulevard:						
South of Ming Avenue	No Available Data					
Haggin Oaks Boulevard:						
South of Ming Avenue	No Available Data					
Park View Drive:						
Laurelglen Boulevard to White Lane	No Available Data					
South of White Lane	No Available Data					
Pine Oak Park Boulevard:						
Park View Drive to Laurelglen Boulevard	No Available Data					
Laurelglen Boulevard to White Lane	No Available Data					
White Lane to District Boulevard	No Available Data					
Lily Drive:						
Olympia Drive to White Lane	No Available Data					
Reliance Drive:						
Harris Road to Panama Lane	No Available Data					
~~**Ashe Road*:**~~						
~~Stockdale Hwy to Ming Avenue*~~	~~6~~	~~Collector~~	~~22,500~~	~~6,213~~	~~0.28~~	~~A~~
~~Ming Avenue to White Lane*~~	~~6~~	~~Collector~~	~~22,500~~	~~20,626~~	~~0.92~~	~~E~~
~~Panama Lane to Mc Cutchen Road*~~	~~2~~	~~Collector~~	~~7,500~~	~~8,078~~	~~1.08~~	~~F~~
~~South of Mc Cutchen Road*~~	~~2~~	~~Collector~~	~~7,500~~	~~1,555~~	~~0.21~~	~~A~~
Stine Road:						
Stockdale Hwy to Belle Terrace	2	Collector	7,500	9,851	1.31	F
Belle Terrace to Ming Avenue	2	Collector	7,500	14,745	1.97	F
Ming Avenue to Wilson Road	2	Collector	11,250	14,384	1.28	F
Akers Road:						
Ming Avenue to Wilson Road	2	Collector	7,500	7,349	0.98	E
Wilson Road to Planz Road	2	Collector	7,500	7,081	0.94	E
Planz Road to White Lane	2	Collector	7,500	7,189	0.96	E
Pacheco Road to Harris Road	2	Collector	7,500	6,406	0.85	D
Harris Road to Panama Lane	2	Collector	7,500	8,666	1.16	F
South of Panama Lane	2	Collector	7,500	8,274	1.10	F

TABLE 4.3-10 – CONTINUED
2020 ADT VOLUMES AND CAPACITY ANALYSIS – COLLECTOR STREETS

Roadway Segment	Number of Lanes	Category	Capacity	2020 Volume	V/C Ratio	LOS
Hughes Lane:						
Ming Avenue to Wilson Road	4	Collector	36,000	13,603	0.38	A
Wilson Road to Planz Road	4	Collector	36,000	8,767	0.24	A
Planz Road to White Lane	4	Collector	15,000	6,629	0.44	A
White Lane to Pacheco Road	2	Collector	7,500	8,292	1.11	F
Pacheco Road to Fairview Road	2	Collector	7,500	3,527	0.47	A
Monitor Street:						
White Lane to Pacheco Road	2	Collector	7,500	6,536	0.87	D
Pacheco Road to Fairview Road	2	Collector	7,500	2,712	0.36	A
Fairview Road to Panama Lane	2	Collector	7,500	2,741	0.37	A
Panama Lane to Hosking Road*	2	Collector	7,500	3,560	0.47	A
Madison Street:						
Brundage Lane to Belle Terrace	2	Collector	7,500	5,019	0.67	B
Belle Terrace to Ming Avenue	2	Collector	7,500	4,086	0.54	B
Ming Avenue to Wilson Road	2	Collector	7,500	3,476	0.46	A
South of Wilson Road	No Available Data					
South of Planz Road	No Available Data					
Sterling Road*:						
College Avenue to Niles Street*	2	Collector	7,500	2,423	0.32	A
Niles Street to Pioneer Drive*	2	Collector	7,500	4,478	0.60	A
Pioneer Drive to Edison Hwy*	2	Collector	7,500	198	0.03	A
Edison Hwy to Brundage Lane*	2	Collector	7,500	584	0.08	A
Park Drive*:						
Niles Street to Pioneer Drive*	2	Collector	7,500	1,042	0.14	A
Pioneer Drive to Eucalyptus Drive*	2	Collector	7,500	895	0.12	A

Source: GIS Data, KERN COG.

Notes: * Planned of Future Roadway Segments.
Where there were multiple volumes the average was recorded.
Roadway segments and corresponding volumes and capacity data listed above represents available data provided by the Kern Council of Governments. Data was not available for all roadway segments within Metropolitan Bakersfield.

Insert Exhibit 4.3-11
2020 Volume/Capacity Ratio
11 x 17

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Although policies in the General Plan Update are intended to prevent streets and intersections from degrading below Level of Service "C" based upon future 2020 modeling, and standards, impacts are significant and unavoidable and no additional mitigation has been identified. Although this level of significance has been concluded, it is important to note that the General Plan Update to traffic and circulation achieves the City's objective which is to identify potential future potential future roadway deficiencies, in order to establish necessary capital improvement programming and traffic impact fee provisions to achieve the Level of Service standard.

Goals and Policies in the General Plan Update: The Circulation/Transit, Land Use and Conservation Elements contain the following goals and policies:

CIR/ST-G-1 Provide a safe and efficient street system that links all parts of the area for movement of people and goods.

CIR/ST-G-2 Provide for safe and efficient motorized, non-motorized, and pedestrian traffic movement.

CIR/ST-G-3 Minimize the impact of truck traffic on circulation, and on noise sensitive land uses.

CIR/ST-G-4 Provide a street system that creates a positive image of Bakersfield and contributes to residents' quality of life.

CIR/ST-G-5 Provide a system of freeways which maintains adequate travel times in and around the metropolitan area.

CIR/ST-G-6 Provide a local street network that contributes to the quality and safety of residential neighborhoods and commercial districts.

CIR/ST-G-7 Develop and maintain a circulation system that supports the land use plan shown in the general plan.

CIR/ST-P-1 Classify streets in the following manner:

Freeways provide service to through traffic exclusively with no access to abutting property and no at-grade intersections.

Expressways are arterial highways with at least partial control of access which may or may not be divided or have grade separations at intersections and may be an interim facility for an ultimate freeway.

Arterials are used primarily by through traffic, with a minimal function to provide access to abutting property.

Collectors function to connect local streets with arterials and to provide access to abutting property.

Locals are exclusively for property access and through traffic is discouraged.

CIR/ST-P-2 Establish standards for the street system:

Facility Type	Lanes	Right-of-Way Width	Pavement Width	Curb Parking
Freeway/Expressway	210' - 300' minimum *			No
Arterials on State Highway	6	110' - 130'	90' plus	No
Arterial w/bike lanes	6	110'	96'	No
** Arterial w/ bike lanes	4	110'	96'	Yes
Arterial w/o bike lanes	6	110'	90'	No
** Arterial w/o bike lanes	4	110'	90'	Yes
Collector w/ bike lane w/ 2-way left turn	4	90'	74'	No
Collector w/ bike lane	4	90'	74'	Yes
Collector w/o bike lane w/ 2-way left turn	4	90'	68'	No
Collector w/o bike lane	4	90'	68'	Yes
LOCAL STREET Commercial/Industrial	2	60'	44'	***
LOCAL STREET Residential Collector ****	2	60'	44'	Yes
LOCAL STREET Residential	2	60'	40'	Yes

* Precise geometrics will be established through specific engineering studies.

** In incorporated areas, no parking is allowed along arterials within new development. In unincorporated areas, no parking zones will be determined by the traffic engineer.

*** No parking zones will be determined by the traffic engineer.

**** This local residential collector standard applies to local street where vehicular traffic is expected to exceed 750 vehicles per day or where its length exceeds one-half mile.

CIR/ST-P-3 Provide additional right-of-way and pavement width to accommodate turn lanes at intersections.

CIR/ST-P-4 Provide additional right-of-way and pavement width at other locations for turn lanes, bus lanes, etc., as needed, based on engineering study.

CIR/ST-P-5 Place traffic signals to minimize vehicular delay.

CIR/ST-P-6 Design and locate site access driveways to minimize traffic disruption where possible considering items such as topography, past parcelization and other factors.

CIR/ST-P-7 Minimize direct and uncontrolled property access from arterials.

CIR/ST-P-8	Limit full access median breaks on arterials to a maximum of three per mile and include left-turn lanes at each.
CIR/ST-P-9	Consider the construction of grade separations for intersections unable to meet minimum level of service standards.
CIR/ST-P-10	Design local streets to conform to topography. Allow for deviation from “grid” system on local streets when they do not interfere with other traffic policies and traffic flows.
CIR/ST-P-11	Design local collector street systems to minimize through traffic movements and include short block lengths to discourage excessive speeds.
CIR/ST-P-12	Maintain the integrity of the circulation system.
CIR/ST-P-13	Continue designation and signage of specific streets as official truck routes, within incorporated areas.
CIR/ST-P-14	Provide continuous truck routes within incorporated areas that provide access to designated industrial areas.
CIR/ST-P-15	Prohibit trucks from non-truck routes within incorporated areas except as necessary for direct property access for pick-up and delivery.
CIR/ST-P-16	Require that truck access to commercial and industrial properties be designed to minimize impacts on adjacent residential parcels.
CIR/ST-P-17	Require buildings expected to be serviced by delivery trucks to provide off-street facilities for access and parking.
CIR/ST-P-18	Provide and maintain landscaping on both sides and in the median of arterial streets within incorporated areas. In unincorporated areas, landscaping within road right-of-way may be allowed and shall be limited to low shrubs; blank irrigation conduit only will be provided within the median of arterial streets.
CIR/ST-P-20	Prohibit parking on new arterials in incorporated areas. In unincorporated areas, prohibit parking when traffic studies warrant elimination. Allow parking on collectors and on residential streets.
CIR/ST-P-23	Provide freeways in a manner similar to that shown on the Circulation Plan Map. Actual alignments to be determined by specific corridor studies.
CIR/ST-P-24	Identify route alignments and right-of-way needs.
CIR/ST-P-25	Identify interchange locations and preliminary designs.

CIR/ST-P-26 Preserve freeway and interchange rights-of-way consistent with corridor study alignments and specifications.

CIR/ST-P-27 Work with Caltrans to have the freeways constructed.

CIR/ST-P-28 If no specific line has been adopted, future road reservations or other accommodations may be required to preserve freeway/ expressway alignments as shown on the circulation map.

CIR/ST-P-29 Upon the adoption of a specific plan line for a freeway/expressway alignment, developers will be required to make reservations of right-of-way preserving the alignment on any subdivision map. In addition, development restrictions on general plan amendments, zone changes and the issuance of building permits will also be required.

CIR/ST-P-30 The need for a north/south freeway/expressway and an east-west freeway (178) are conceptually shown on the circulation map. Alternative alignments are under study and upon completion of corridor studies the actual alignment will be adopted and dedications or reservations of right-of-way may be required.

CIR/ST-P-31 Where existing street right-of-way is greater than necessary for desired purposes, dispose of surplus right-of-way in a manner consistent with state and local laws.

CIR/ST-P-32 Reserve or acquire right-of-way for all future transportation facilities in conformance with the Circulation Plan Map.

CIR/ST-P-33 Provide new transportation facilities as needed based on existing usage and future demand.

CIR/ST-P-34 Minimize the impacts of land use development on the circulation system. Review all development plans, rezoning applications, and proposed general plan amendments with respect to their impact on the transportation system, and require revisions as necessary.

CIR/ST-P-35 Require new development and expansion of existing development in incorporated areas to fully provide for on-site transportation facilities including streets, curbs, traffic control devices, etc. Within unincorporated areas street improvements will be determined by County Ordinance.

CIR/ST-P-36 Prevent streets and intersections from degrading below Level of Service “C” where possible due to physical constraints (as defined in a Level of Service standard) or when the existing Level of Service is below “C” prevent where possible further degradation due to new development or expansion of existing development with a three part mitigation program: adjacent right-of-way dedication, access improvements and/or an area-wide impact fee. The area-wide impact fee would be used where the physical changes for mitigation are not possible due to existing

development and/or the mitigation measure is part of a larger project, such as freeways, which will be built at a later date.

CIR/ST-P-37 Require new development and expansion of existing development to pay for necessary access improvements, such as street extensions, widenings, turn lanes, signals, etc., as identified in the transportation impact report as may be required for a project.

CIR/ST-P-38 Exempt the downtown Bakersfield redevelopment area and small infill projects from the Level of Service standard to facilitate infill projects and downtown redevelopment and in recognition of the higher traffic levels inherent to a vital central core.

CIR/ST-P-39 Require new development and expansion of existing development to pay or participate in its pro rata share of the costs of expansions in area-wide transportation facilities and services which it necessitates.

CIR/ST-P-40 Provide new local street systems that are logical and comprehensible and systems of street names and addresses that are simple, consistent, and understandable.

CIR/ST-P-41 Plan alignments for local streets to permit economical and practical patterns, shapes, and sizes of development parcels.

LU-P-54 The developer shall be responsible for all on-site costs incurred as a result of the proposed project, in addition to a proportional share of off-site costs incurred in service extension or improvements. The availability of public or private services or resources shall be evaluated during discretionary project consideration. Availability may affect project approval or result in a reduction in size, density, or intensity otherwise indicated in the general plan's map provisions.

LU-P-56 Review and evaluate the land use designations of the plan on agreement of a final route alignment of the SR-178/58 Freeway, and any other future freeways, to ensure appropriate land use relationships, including:

a) Adequate setbacks, buffers, and/or restrictions on residential density to prevent noise impacts;

b) Potential for commercial services at principal off-ramps;

c) Potential for industrial uses which can benefit by close freeway proximity.

CON/AQ-P-10 Implement the Transportation System Management Program (July 1984) for Metropolitan Bakersfield to improve traffic flow, reduce vehicle trips, and increase street capacity.

CON/AQ-P-11 Improve the capacity of the existing road system through improved signalization, more right turn lanes, and traffic control systems.

CON/AQ-P-12 Encourage the use of mass transit, carpooling and other transportation options to reduce vehicle miles traveled.

CON/AQ-P-14 Establish park and ride facilities to encourage carpooling and the use of mass transit.

CON/AQ-P-15 Promote the use of bicycles by providing attractive bicycle paths and requiring provision of storage facilities in commercial and industrial projects.

CON/AQ-P-16 Cooperate with Golden Empire Transit and Kern Regional Transit to provide a comprehensive mass transit system for Bakersfield; require large-scale new development to provide related improvements, such as bus stop shelters and turnouts.

CON/AQ-P-18 Encourage walking for short distance trips through the creation of pedestrian friendly sidewalks and street crossings.

Mitigation Measures: No mitigation measures beyond the goals, policies and implementation identified in the General Plan Update are proposed.

Level of Significance After Policies/Mitigation: Significant and Unavoidable Impact.

ALTERNATIVE TRANSPORTATION

- **BUILDOUT OF METROPOLITAN BAKERSFIELD IN ACCORDANCE WITH THE GENERAL PLAN UPDATE COULD RESULT IN AN INCREMENTAL INCREASE IN DEMAND FOR ALTERNATIVE TRANSPORTATION AND ENHANCED USE OF ALTERNATIVE TRANSPORTATION.**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Impact Analysis: Over time, as future development occurs and the population and employment of Metropolitan Bakersfield increases, there is expected to be an increase in demand for alternative transportation, including public transit, bikeway facilities, air travel and pedestrian facilities. Transit service is viewed as a supplement to automobile transportation in Metropolitan Bakersfield and is expected to become an increasingly important alternative mode of transportation as the City continues to grow.

Currently, Golden Empire Transit (GET) bus ridership is approximately 23,000 passengers per day. GET operations consist of 65 buses, 18 routes and two transit centers. According to the Metropolitan Bakersfield Transportation Investment Strategy, in 2015, GET operations would consist of 114 buses, 21 routes and several

additional transit centers.[1] Bus ridership is projected to increase to approximately 35,000-40,000 per day in 2015.

Generally, the existing bikeway system serves most areas of the City. Additionally, with completion of the Bikeways Master Plan, the bikeway system would further link schools, community civic centers, service areas, parks, employment centers and regional bike paths. The bikeway system would provide an additional access to recreation and open space resources, including the Kern River areas, within Metropolitan Bakersfield.

The two existing airports within Metropolitan Bakersfield, Meadows Field and Bakersfield Municipal Airpark, would continue their current functions under the General Plan Update. Both airports have adopted master plans which call for runway expansion and improvements. In addition, Meadows Field plans to construct a new passenger terminal northwest of its existing location. Furthermore, the airport master plans would be required to maintain conformance with the Kern County Airport Land Use Compatibility Plan.

Pedestrian travel accounts for approximately eighty percent of the total travel in the metro area. Some older neighborhoods lack sidewalks, causing pedestrians to walk in the streets. However, both the city and county require installation of sidewalks in conjunction with future development.

It is clear the future development would increase the demand for alternative transportation within Metropolitan Bakersfield. However, with implementation of adopted city and county plans, the supply of alternative transportation sources would grow proportionately with population growth. Additionally, the following goals and policies in the General Plan Update would not only enhance the support for alternative transportation, but would reduce any potentially significant impacts to less than significant levels.

Goals and Policies in the General Plan Update: The Circulation/Transit and Parks Elements contain the following goals and policies:

CIR/ST-G-1	Provide a safe and efficient street system that links all parts of the area for movement of people and goods.
CIR/ST-G-2	Provide for safe and efficient motorized, non-motorized, and pedestrian traffic movement.
CIR/ST-G-7	Develop and maintain a circulation system that supports the land use plan shown in the general plan.
CIR/ST-P-4	Provide additional right-of-way and pavement width at other locations for turn lanes, bus lanes, etc., as needed, based on engineering study.
CIR/ST-P-12	Maintain the integrity of the circulation system.

[1] Source: Metropolitan Bakersfield Transportation Investment Strategy, prepared by Barton Aschman Associates. 1997.

CIR/ST-P-15 Prohibit trucks from non-truck routes within incorporated areas except as necessary for direct property access for pick-up and delivery.

CIR/ST-P-32 Reserve or acquire right-of-way for all future transportation facilities in conformance with the Circulation Plan Map.

CIR/ST-P-33 Provide new transportation facilities as needed based on existing usage and future demand.

CIR/ST-P-34 Minimize the impacts of land use development on the circulation system. Review all development plans, rezoning applications, and proposed general plan amendments with respect to their impact on the transportation system, and require revisions as necessary.

CIR/ST-P-35 Require new development and expansion of existing development in incorporated areas to fully provide for on-site transportation facilities including streets, curbs, traffic control devices, etc. Within unincorporated areas street improvements will be determined by County Ordinance.

CIR/ST-P-36 Prevent streets and intersections from degrading below Level of Service “C” where possible due to physical constraints (as defined in a Level of Service standard) or when the existing Level of Service is below “C” prevent where possible further degradation due to new development or expansion of existing development with a three part mitigation program: adjacent right-of-way dedication, access improvements and/or an area-wide impact fee. The area-wide impact fee would be used where the physical changes for mitigation are not possible due to existing development and/or the mitigation measure is part of a larger project, such as freeways, which will be built at a later date.

CIR/ST-P-37 Require new development and expansion of existing development to pay for necessary access improvements, such as street extensions, widenings, turn lanes, signals, etc., as identified in the transportation impact report as may be required for a project.

CIR/ST-P-38 Exempt the downtown Bakersfield redevelopment area and small infill projects from the Level of Service standard to facilitate infill projects and downtown redevelopment and in recognition of the higher traffic levels inherent to a vital central core.

CIR/ST-P-39 Require new development and expansion of existing development to pay or participate in its pro rata share of the costs of expansions in area-wide transportation facilities and services which it necessitates.

CIR/ST-P-41 Plan alignments for local streets to permit economical and practical patterns, shapes, and sizes of development parcels.

CIR/TR-G-1 Provide Planning area residents with a choice of travel modes.

CIR/TR-G-2	Provide a street system and land development policies that support public transportation.
CIR/TR-G-3	Provide cost effective public transportation services.
CIR/TR-G-4	Reduce traffic congestion and parking requirements and improve air quality through improved transportation services.
CIR/TR-G-5	Enhance rail service capacities and usage in the Planning area.
CIR/TR-P-1	Consider transit service issues in the design of the arterial and collector street system.
CIR/TR-P-2	Consider for bus turnouts along arterials and collectors where appropriate.
CIR/TR-P-3	Consider transit service issues in the site plan review process.
CIR/TR-P-4	Coordinate with GET and Kern Transit to locate bus stops as close as possible to the facilities they serve.
CIR/TR-P-5	Work with GET and Kern Transit to provide scheduled public transit to serve metro area residents.
CIR/TR-P-6	Work with the Consolidated Transportation Service Agency (CTSA) to provide social services transportation to metro area residents.
CIR/TR-P-7	Encourage the development of a multi-modal public transportation terminal.
CIR/TR-P-8	Encourage businesses and government to use flexible or staggered work hours so that travel demand is spread more evenly throughout the day.
CIR/TR-P-9	Support efforts to promote ridesharing.
CIR/TR-P-10	Work with AMTRAK to maintain and improve rail passenger service and facilities in Bakersfield.
CIR/TR-P-11	Work to provide grade separations at all arterial/railroad crossings.
CIR/TR-P-12	Support efforts to develop high-speed rail facilities to service the plan area.
CIR/BW-G-1	Provide a circulation system which recognizes and responds to the needs of bicycle travel.
CIR/BW-G-2	Provide a circulation system that minimizes cyclist/motorist conflicts.

CIR/BW-G-3	Provide a continuous easily-accessible bikeway system within the metro area.
CIR/BW-G-4	Provide mechanisms to ensure the prompt implementation of the bikeway system.
CIR/BW-P-1	Require bicycle facilities to be designed in accordance with the State Bikeway Design Criteria.
CIR/BW-P-2	Periodically review, and update if needed, street standards to accommodate bicycle lanes where indicated on the Bikeway Master Plan.
CIR/BW-P-3	Design bridges, over passes, under passes, etc. to be compatible with bicycle travel.
CIR/BW-P-4	Maintain bicycle facilities so they do not become hazardous.
CIR/BW-P-5	Consider bicycle safety when implementing improvements for automobile traffic operations.
CIR/BW-P-6	Coordinate the Metro Bakersfield Bikeway Master Plan with the regional bicycle system.
CIR/BW-P-7	Provide bicycle parking facilities at activity centers such as shopping centers, employment sites, and public buildings.
CIR/BW-P-8	Provide an information/education program to encourage use of the system and to promote safe riding.
CIR/BW-P-9	Require new subdivisions to provide bike lanes on collector and arterial streets in accordance with the Bikeway Master Plan.
CIR/BW-P-10	Encourage new subdivisions to provide internal bike paths where feasible and where natural features make bike paths desirable.
CIR/BW-P-11	Construct bike lanes in conjunction with all street improvement projects that coincide with the Bikeway Master Plan.
CIR/BW-P-12	Where feasible, stripe and sign existing streets to include bike lanes as shown on the Bikeway Master Plan.
CIR/BW-P-13	Give priority to bikeway construction that will link existing sections of the system.
CIR/P-P-11	Discourage parking between the sidewalk and buildings in pedestrian sensitive areas.
CIR/AP-G-1	Ensure air passenger and general aviation facilities and services are available to meet citizens' needs.

CIR/AP-G-2 Develop, operate, and maintain Meadows Field and Bakersfield Municipal Airpark to meet aviation needs in the metro area.

CIR/AP-P-1 Maintain master plans for Meadows Field and Bakersfield Airpark.

CIR/AP-P-2 Ensure compatibility between the general plan, airport master plans and airport land use plans.

CIR/AP-P-3 Allow for the establishment of private airports and heliports/ helipads.

CIR/AP-P-4 Encourage and provide for the orderly development of public use airports within the Planning area and prevent the creation of new noise and safety impacts.

CIR/PW-G-1 Encourage pedestrian travel as a viable mode of movement throughout the Planning area.

CIR/PW-G-2 Provide adequate sidewalks throughout the Planning area.

CIR/PW-G-3 Retrofit areas lacking wheelchair ramps.

CIR/PW-P-1 Provide sidewalks along streets where pedestrian use warrants.

CIR/PW-P-2 Facilitate the provision of sidewalks on streets where they are lacking.

CIR/PW-P-3 Encourage new subdivisions to provide internal pedestrian paths where feasible and where natural features make paths desirable.

CIR/PW-P-4 Provide for the physically handicapped in the design of all pedestrian facilities.

CIR/PW-P-5 Encourage development of pedestrian sensitive uses and design characteristics in the following areas:

a. Downtown
b. Baker Street
c. Southwest Center
d. Northwest Center
e. Northeast Center

PAR-P-27 Encourage pedestrian and bicycle linkages between residential and commercial uses.

Mitigation Measures: No mitigation measures beyond the goals, policies and implementation identified in the General Plan Update are proposed.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

UNAVOIDABLE SIGNIFICANT IMPACTS

Based upon the KERN COG horizon year model for 2020, significant and unavoidable level of service traffic impacts would occur to various roadway segments throughout the Metropolitan area. Implementation of General Plan goals, policies and standards would not reduce the significance of impacts.